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August 12, 1968

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THE TRANSPORTATION WEEKLY

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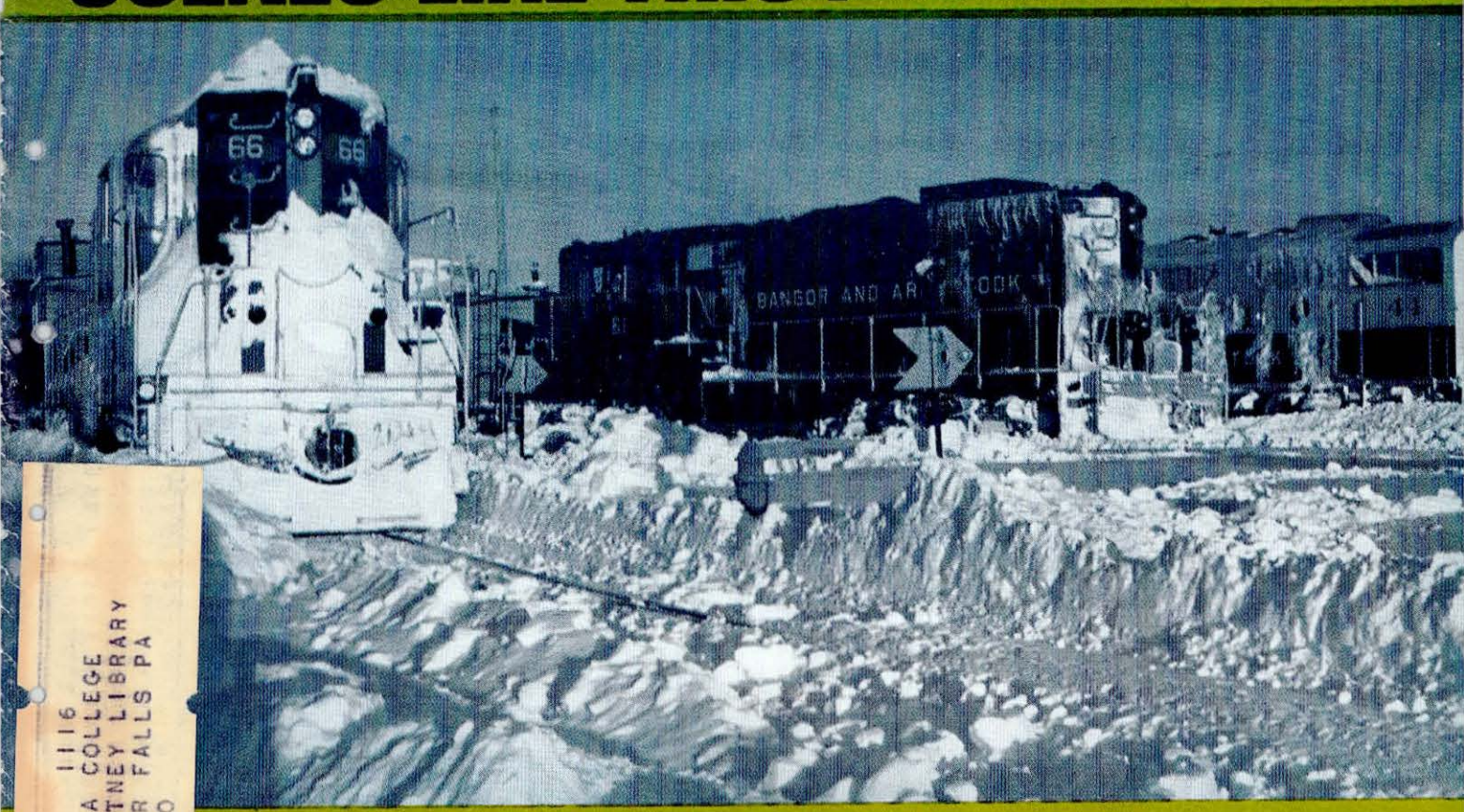

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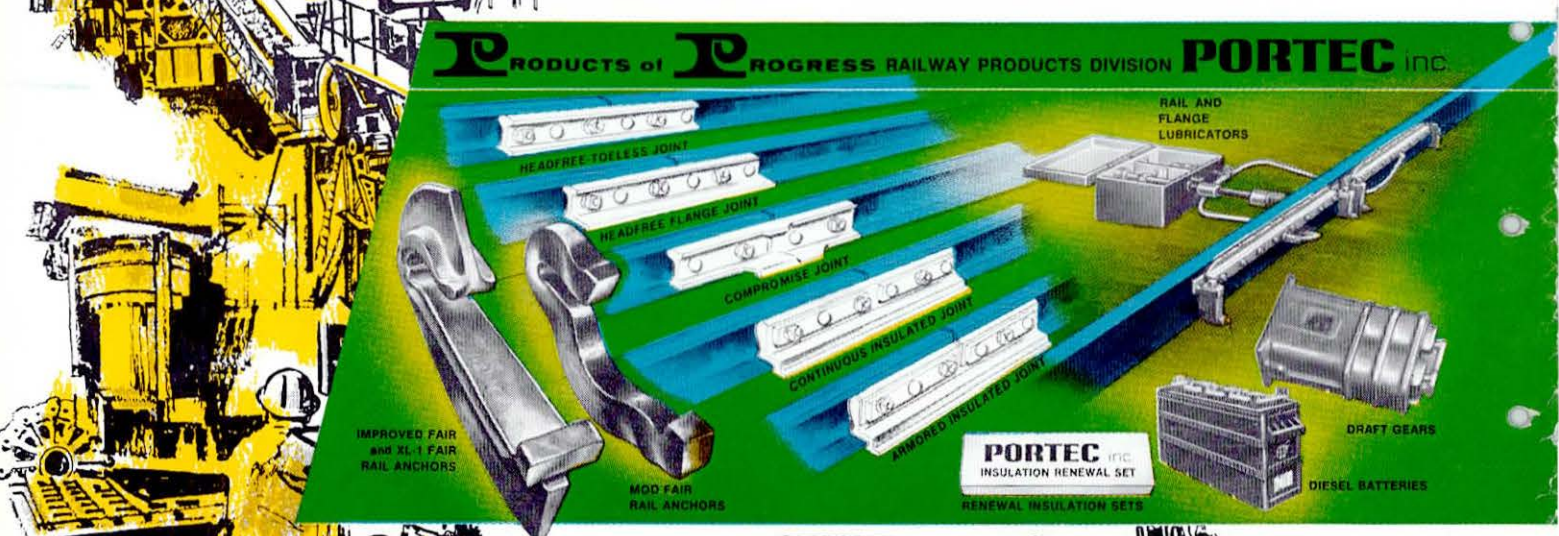

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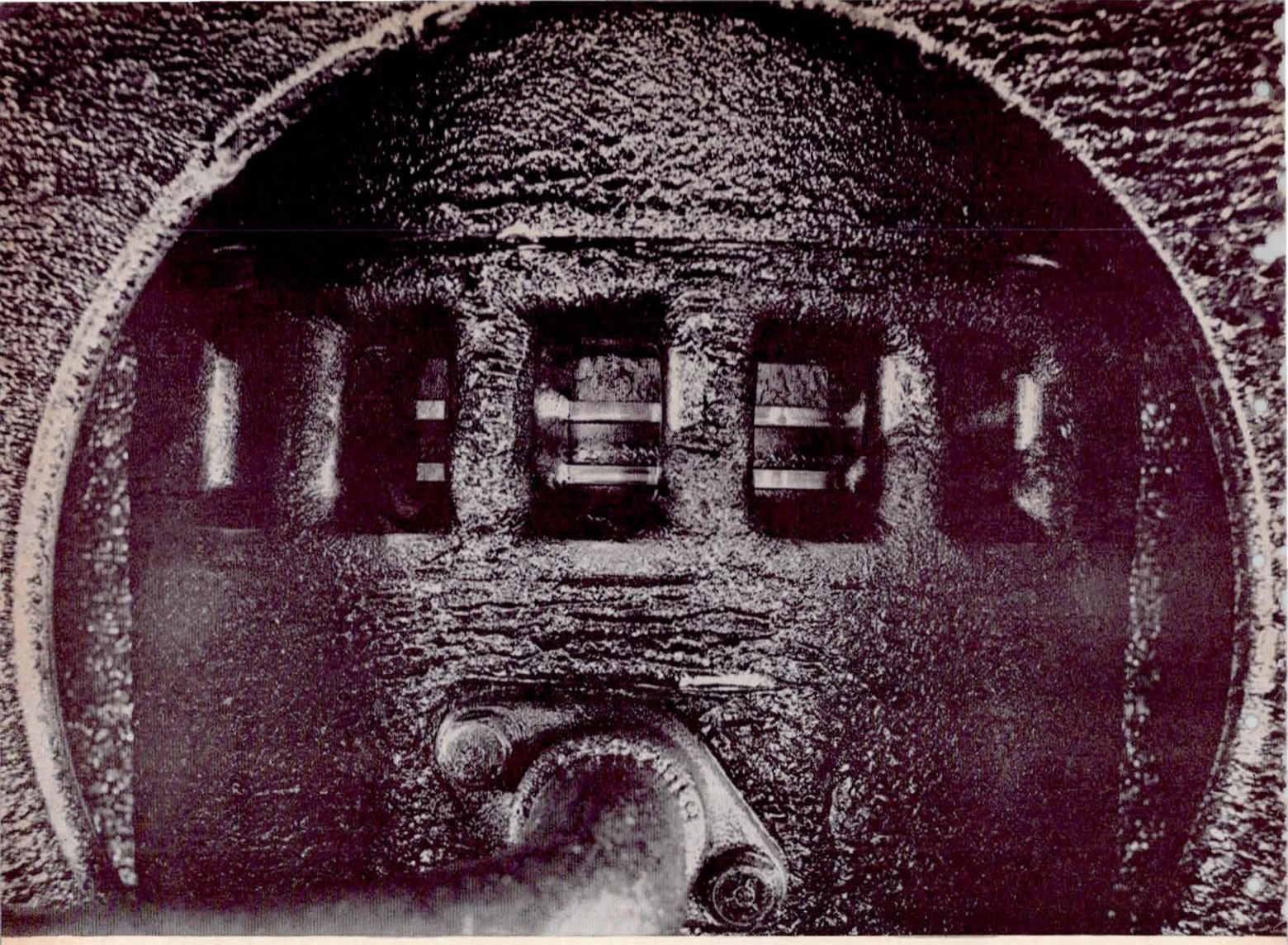


"This engine's fairly clean."

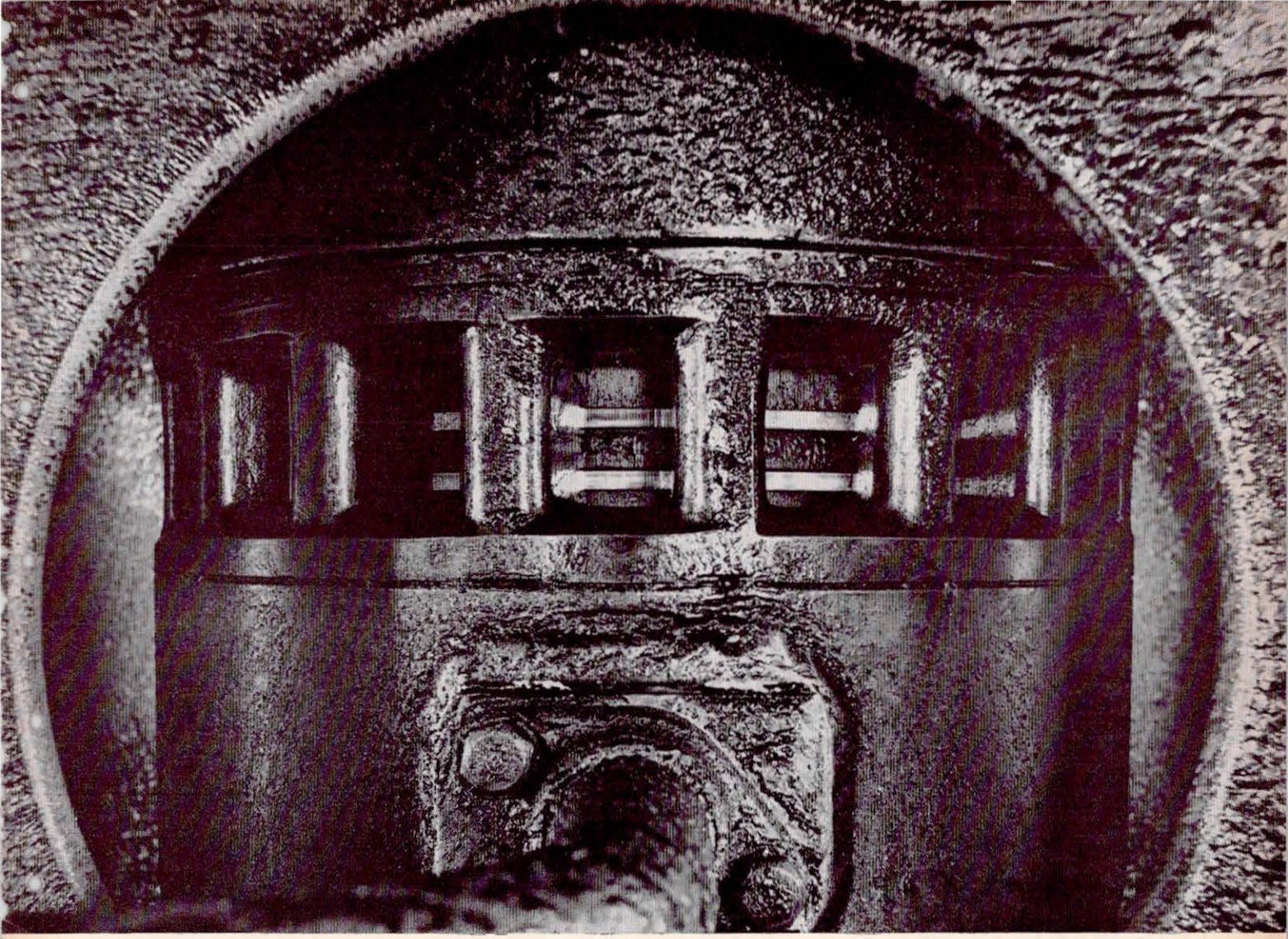
You're looking through the No. 3 cylinder air box inspection covers of identical EMD SD-40 engines in comparable service on the Western Maryland Railroad. Photo above, *left*, shows engine condition after 93,847 miles since factory delivery on the most widely used conventional oil. Photo above, *right*, shows condition after 94,360 miles since factory delivery on high-dispersant Shell TORNUS ™ Oil. Look at the difference.

But there's more to high-dispersant oils than cleanliness, according to authorities of the Western Maryland.

What really counts. "We've got over 40 critical units on TORNUS Oil," explains a spokesman. "Including the newest and the oldest, all in drag freight.

"The use of superior high-dispersant oils has allowed us to extend our overhaul cycle from four to six years. We're on a 14-year depreciation basis, so we eliminate that third overhaul—eliminate an 18-day outage—and save at least $25,000 in overhaul costs alone.

"Sure, high-dispersant oils keep an engine clean. For example, our units on TORNUS no longer get an oil cooler cleaning between overhauls. But cleanliness alone wouldn't have let us extend our overhaul cycle.



"This one's $25,000 cleaner."

"What really counts is power utilization. And that's what TORNUS gives us."

"We've eliminated engine failure caused by water. Water leakage used to mean one thing—drop the bearing caps and inspect for damage. Likely as not, we were faced with a major overhaul.

"We found that high-dispersant oil can swallow water. It may become so loaded with water, the oil looks like milk, but we don't have to drop the bearing caps. We have eliminated failures caused by water. Again, the big factor is power utilization."

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Call one of these offices. Let Shell demonstrate that TORNUS Oil saves money in *your* equipment. Call one of these offices: New York (212) 586-5000; Chicago (312) 341-3000; San Francisco (415) 392-5400. Or write for brochure to Shell Oil Company, Department RO/V, Post Office Box 1890, Trenton, New Jersey 08607.

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Circle 3 on coupon page 23

RAILWAY AGE

Aug. 12, 1968 • Vol. 165, No. 6

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BAR's summertime machines become wintertime snowfighters.

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Rerouting of trains releases valuable downtown property.

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...AND COMING NEXT WEEK

How do you cope with the information explosion and keep a railroad's data flow orderly? You put in a message-switching computer (MSC) installation, as about 20 major roads have. Railway Age of August 19 takes a look at MSC today—how it works, who's doing what, how the benefits add up. Also: A report on EMD's new 2,300-hp GP-39 and SD-39 diesel-electrics . . . a description of Santa Fe's IBM-oriented central dictation system at work in the accounting field . . . and a study of Missouri Pacific's buying and material management procedures.

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SHORT AND SIGNIFICANT

Missouri Pacific, North Western take the A&S

Through a jointly-owned subsidiary formed July 25, the Alton & Southern Railway Company, Missouri Pacific and Chicago & North Western have acquired the Alton & Southern Railroad. Price for the St. Louis-area switching line was $16 million. The line formerly was controlled by Aluminum Company of America. The ICC authorized sale to MP and C&NW on April 19, after Southern Pacific withdrew its request for control and Illinois Central said it would not file for a control share.

North Western buys Iowa line for $5.1 million

Chicago & North Western has paid $5.1 million for the Des Moines & Central Iowa Railway, which owns 83% of the stock of the Fort Dodge, Des Moines & Southern Railway. Of the total sale price, $2.1 million went to Rock Island for its 40% interest in the DM&CI. North Western expects a 16% annual return through savings from elimination of duplicate facilities. Together, the DM&CI and the FDDM&S produce annual revenue of about $2.8 million.

New transit chief at DOT: Paul Sitton

President Johnson last week nominated Paul L. Sitton, Deputy Under Secretary of Transportation, to become administrator of DOT's Urban Mass Transportation Administration. Sitton, 41, is a Georgian whose 18 years of government service included nine years spent in the Bureau of the Budget, where he assisted in the development of Federal transportation programs. His appointment is subject to Senate confirmation. DOT Under Secretary John Robson has been serving as interim administrator since UMTA was transferred to DOT from the Department of Housing and Urban Development.

National Steel is new owner of Detroit line

National Steel Corp., Pittsburgh, has acquired 100% of the stock of the Delray Connecting Railroad Company. The railroad serves industry in the downriver area of Detroit, where NSC's Great Lakes Steel Division is located. Charles A. O'Brien, former midwest regional manager of National Steel Transportation Products Division, will be president of the railroad.

Burlington asks discontinuance of two trains

Burlington on Aug. 7 asked ICC permission to discontinue its last daily passenger service between Billings, Mont., and Omaha. The two daily trains (one each way) will lose more than $1 million this year, Burlington says. For first-quarter 1968, the loss totalled $228,500. Wages and fringe benefits alone totalled $192,000, compared with $45,000 in ticket sales. In that same time, the trains carried an average of 11 persons per mile.

ACF optimistic on future of the car market

The long-looked-for turnaround in freight-car orders has been slow in coming—but ACF, one of the big builders, remains optimistic. "We expect the railroads to react positively when gains in revenue are translated into increased profits," say the company's two top officers, President Henry A. Correa, and Chairman John F. Burditt, in a message to stockholders appearing in the annual report. "For the long view we look for significant increases in the railroads' intercity freight traffic providing continuation of the market for our railroad products."

Transport courses set at Niagara

When Niagara University opens for the fall term this year, a whole new curriculum of study will be open to students. The Niagara Falls, N.Y., school is establishing an Institute of Transportation, Travel and Tourism, offering courses leading to a bachelor of science degree with specialization in those fields. Dr. Thomas J. Lynch, academic vice president of Niagara, said the university has "the assurance of close cooperation from the TTT industry."

MONDAY MORNING REPORT

A SHOWCASE FOR SHIPPERS?

It used to be argued that the passenger train was the freight train's best friend—the theory being that if a shipper liked the way a railroad operated its passenger service, he would be inclined to give that railroad his freight business. That argument was long used by those who contended that the passenger train was, if nothing else, a valuable showcase for a railroad—and that whatever losses it incurred were more than made up by the happy effect this showcase had on freight customers.

THE PAYING CUSTOMERS SAY THEY CAN'T AFFORD IT

That argument, however valid it may once have been, has been attacked often in recent times—and never more effectively than during the closing days of Senate hearings on legislation that would make it harder for railroads to abandon money-losing passenger trains. The witness (via a letter to a Senate Commerce subcommittee) was Sam H. Flint, vice president—distribution of Quaker Industries, Inc., and chairman of the Legislative Committee of the National Industrial Traffic League. What he said, in effect, was that passenger trains are just great—but not if freight shippers have to pay for them.

A CHOICE: HIGHER RATES OR POORER SERVICE

"Our concern with the pending passenger service legislation," said Flint, "is that the deficits from passenger service must inevitably be made up either by a higher level of freight rates or a lower level of freight service—particularly with respect to the provision of an adequate car supply. . . . In the last few years there has been an accelerating decline in the use of intercity rail passenger services. The Post Office Department has diverted substantial mail revenues from passenger trains and operating costs and losses have increased. The railroads' only remedy is to eliminate these hopelessly losing operations."

STUDY, YES—STULTIFY, NO

NITL's Flint said the League has no objection to a full-scale study of passenger service as proposed by the ICC—"but the other provisions of the pending bills would certainly have the effect of inhibiting and seriously retarding the railroads' efforts to relieve themselves and their shippers of the serious burdens of these losses." From AAR General Counsel W. M. Moloney came a sobering postscript to Flint's statement: Two-fifths of the industry's net operating income from freight service, Moloney told the committee, is presently being consumed by passenger train deficits. How much can you afford for a showcase?

The college contribution

is a two-way street

There are two ways to look at it.

There's the contribution the colleges make to business.

That's crucial.

Business employs about 42% of all college educated people. It uses their brainpower and skill in developing new products and methods. It fills management posts.

In the other direction, there's the contribution business makes to colleges.

The colleges welcome it. They need all the funds they can get. They're helping to prepare leaders for management, but the cost of this preparation—the whole cost of education—is going up sharply.

If business wants college talent, it must keep colleges in business. It can help finance their need for classrooms, facilities and especially teachers.

In this light, your aid-to-education program is an aid to your company.

SPECIAL TO MANAGEMENT—A new booklet of particular interest if your company has not yet established an aid-to-education program.

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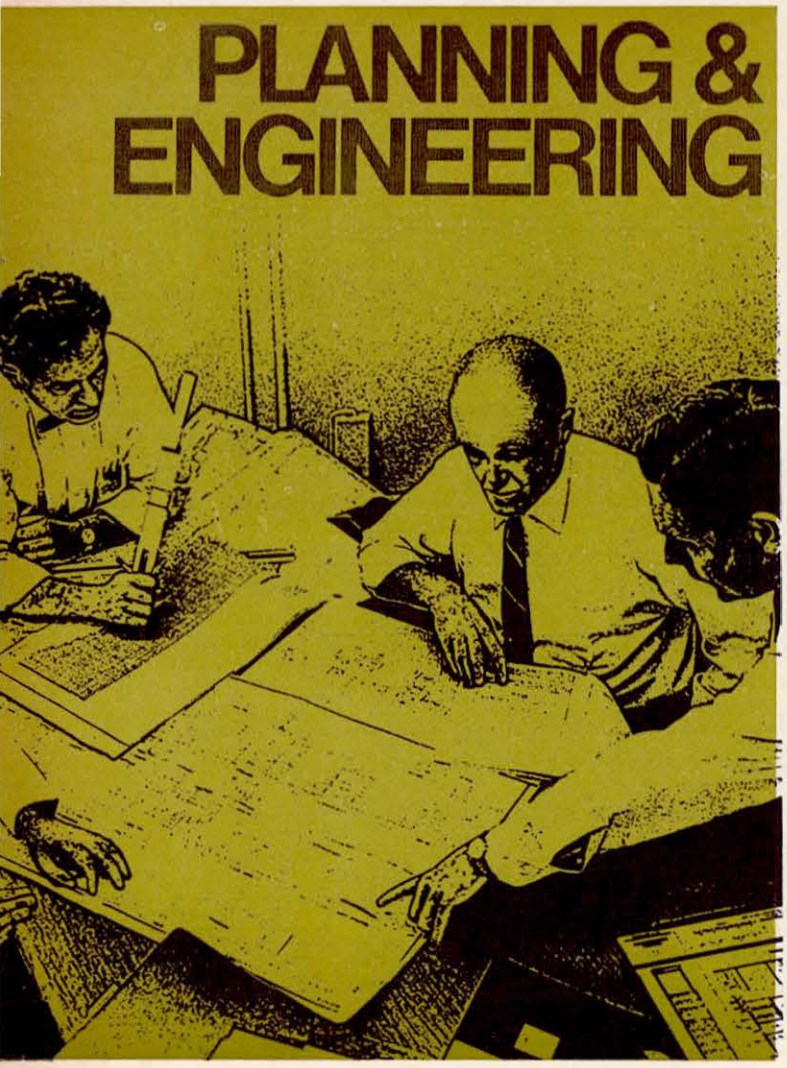

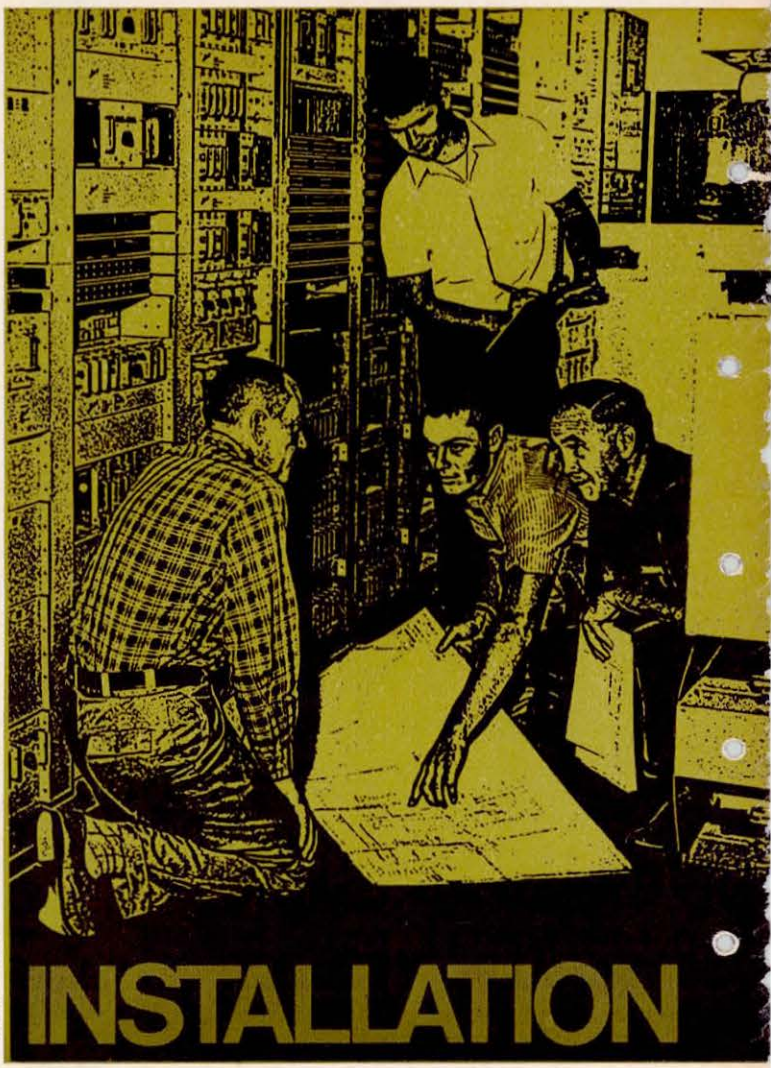

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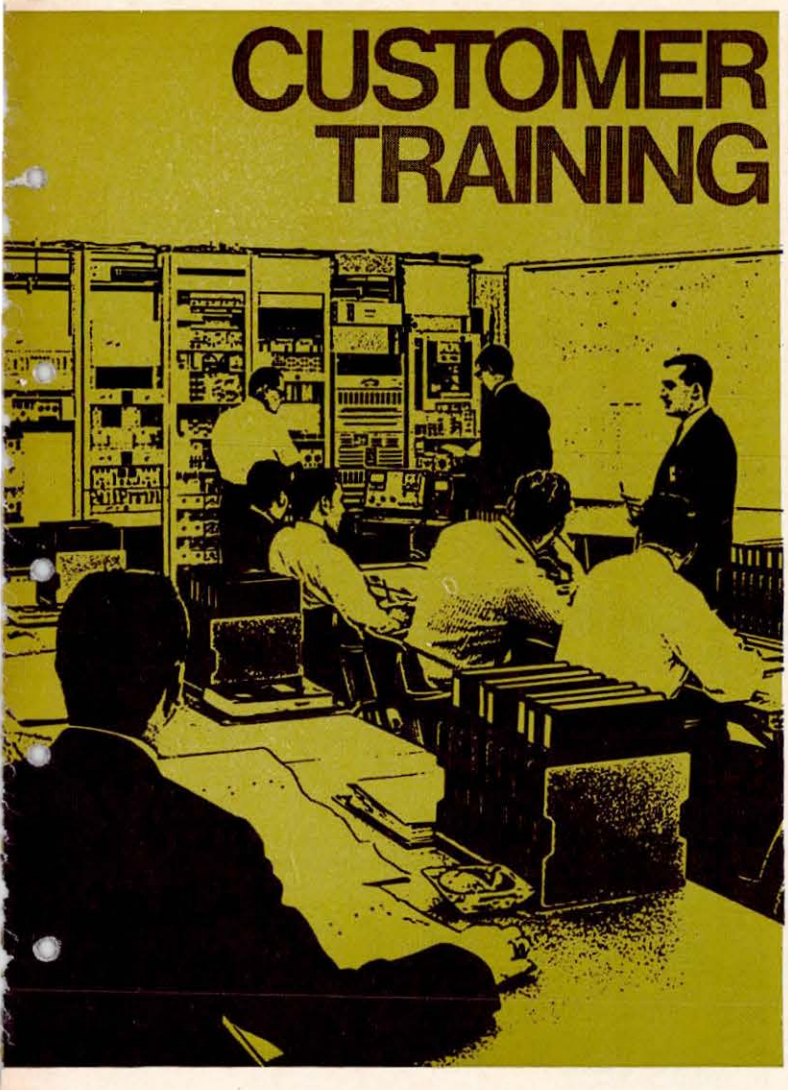

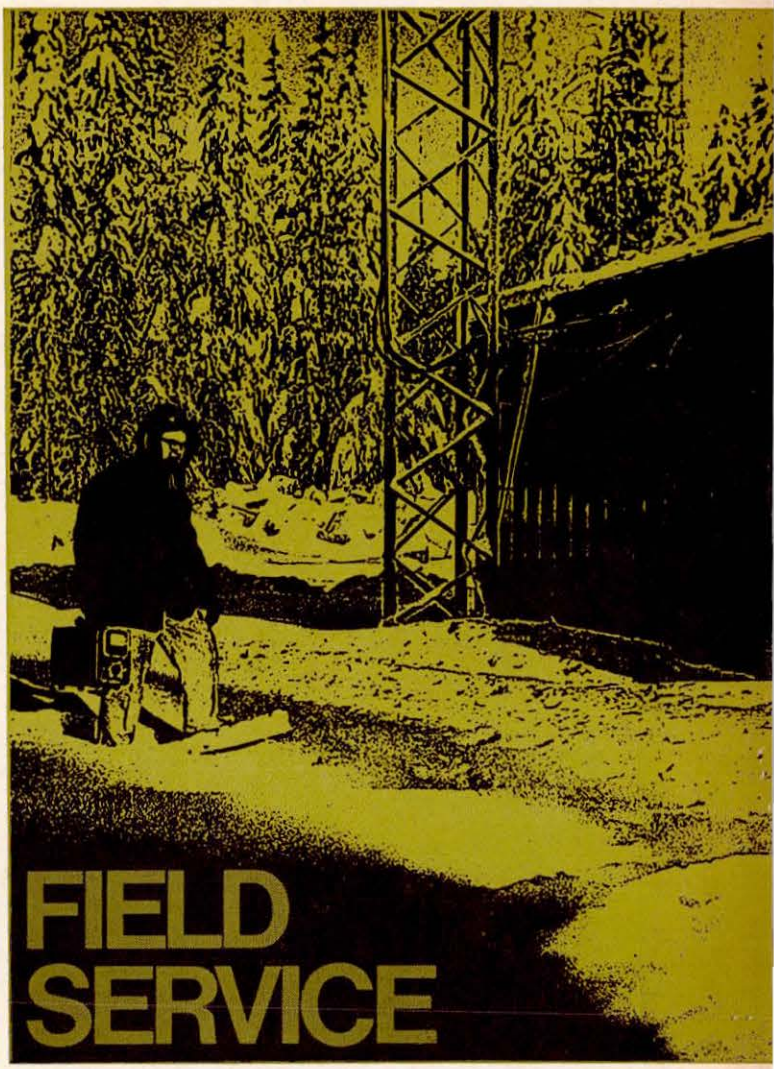

is the telecommunication business; the kind you get when a company was the first to offer engineering, planning, and installation services.

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RAILWAY AGE
THE TRANSPORTATION WEEKLY

WEEK AT A GLANCE

Budd will build 350 more cars for Long Island

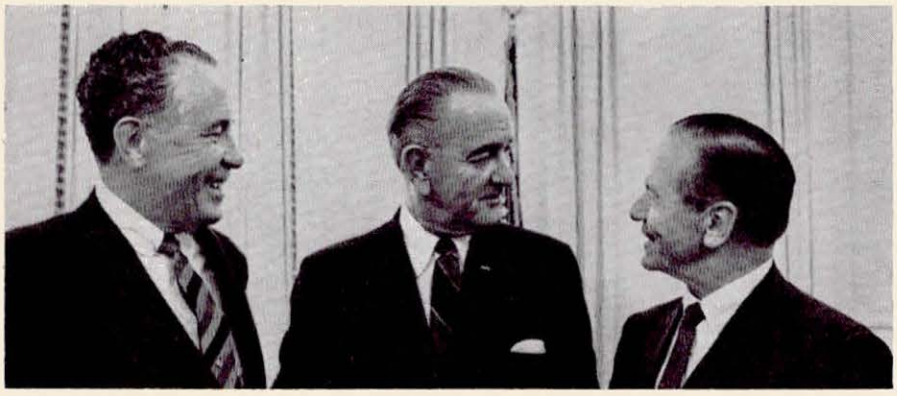
A $74.5-million order for 350 additional high-speed commuter cars has been placed with the Budd Co. by New York's Metropolitan Transportation Authority. The cars are for use on the Long Island Rail Road, which MTA controls. They will be similar to 270 cars previously ordered from Budd.

"The total of 620 new cars, together with tracks and signal improvements, new high-level platforms and the virtual doubling of electrical power capacity will provide for completely air-conditioned service with faster schedules, higher performance and great reliability," said Dr. William J. Ronan, chairman of the MTA.

All but one-fourth of the cost of the new cars will be financed out of a $2.5-billion transportation bond issue authorized by New York State voters last year. Altogether, MTA is pouring $1.6 billion into modernization of the New York metropolitan area's rail, subway, bus and air transportation facilities.

WP challenges latest ICC ruling on CZ

Western Pacific is going to court, in its fight to take off the "California Zephyr." The ICC on July 17 ordered continued operation of the train for another year (RA, July 29, p. 11). But, says WP President M. M. Christy, the findings underlying the ICC report "are completely contrary to the facts and the Commission's decision is unsupportable as a matter of law." Last year, Christy recalled, the ICC "praised WP for its CZ operations, stating that 'no carrier to the Commission's knowledge has been more diligent than Western Pacific in fulfilling the obligations of a passenger-carrying railroad,' and that the CZ losses 'do not result for lack of diligence.' Yet in its July 17 report, the Commission now purports to find just the opposite in an attempt to justify its action."



TMG to LBJ: A medal, and a message

AAR President Thomas M. Goodfellow, as chairman of the Golden Spike Centennial Commission, has the task of bringing to the attention of all Americans the fact that transcontinental railway service will be 100 years old on May 10, 1969. And he has started at the top. Goodfellow (left, above) was joined by Utah Senator Frank E. Moss in a trip to the White House, where the first commemorative Golden Spike Medal (struck by the U.S. mint) was presented to President Johnson, in the form of a bracelet charm for Mrs. Johnson. Said President Goodfellow to President Johnson: "The story of railroad progress has been a continuing one. We are looking to an exciting and important future that will be built upon that historic event in Utah 100 years ago." Senator Moss is vice chairman of the Golden Spike Commission.

UP will join housing venture

Union Pacific last week announced the creation of a new subsidiary, Upland Industries Corp., that will join the Whittier, Calif., firm of Pyron Co. in the development of a $25-million residential community. The joint venture will be known as Northwest Whittier Properties. John W. Godfrey, who heads UP's land division, noted that while this is the railroad's first residential venture, it has long been active in commercial and industrial development with $22 million invested in California industrial property in the last three years alone. The Northwest Whittier Properties project involves 178 acres in the hills of Whittier 11 miles from downtown Los Angeles, between the Pomona and Santa Ana freeways. Sites for 500 homes are available.

BRT strike goes on—and on

Nothing moved, last week, in the Belt Railway of Chicago strike.

—Operations were at a standstill. All parties agreed that the Brotherhood of Railroad Trainmen's strike was wholly effective, though that was about all the parties could agree on.

—Neither the railroad nor the BRT showed any sign of budging from positions held July 29 when the walkout began. The union continued to insist on restoration of one-and-two crew consist, the Belt continued to urge acceptance of an extra-pay plan for crewmen working one-and-one consists. As Belt put it, trainmen were striking for "more company on the job . . . Do you really want it? Or do you want an additional $100 to $125 per month?"

—Industries wholly dependent on the Belt for rail service were pinched. Some were forced to shut down, others reported production cutbacks. Employee layoffs mounted.

—The National Mediation Board refused to certify the dispute to President Johnson, to set in motion the procedures involved in creation of an emergency board. NMB said it had reviewed the situation and found action not warranted.

Meanwhile, a strike-impact survey showed effects stretching far beyond the limits of the Chicago switching district. One example: Rail-to-Water, a transfer facility served exclusively by the Belt, was forced to halt operations. Twenty-eight lake ships, hauling winter coal for public utilities in three midwestern states, were then idled. And, the Belt pointed out, even the producers were hit: "Non-use of this [transfer] facility is shutting down the mines in southern Illinois and Kentucky coal fields that provide these utilities their coal."

In addition, management spokesmen noted, "many Belt-located industries serve customers throughout the country—and continuance of the Belt strike will be felt throughout the country."

GUS WELTY

LINES ON LABOR

AS AN ERUDITE, if somewhat crude, colleague might put it, Clyde Lane, thinking-man and president of the Order of Railway Conductors & Brakemen, has his head screwed on right. Lane gives every evidence of looking ahead, not back. The ORC&B—whatever its future form—and the rail labor movement generally will be better off for this individual's having passed through.

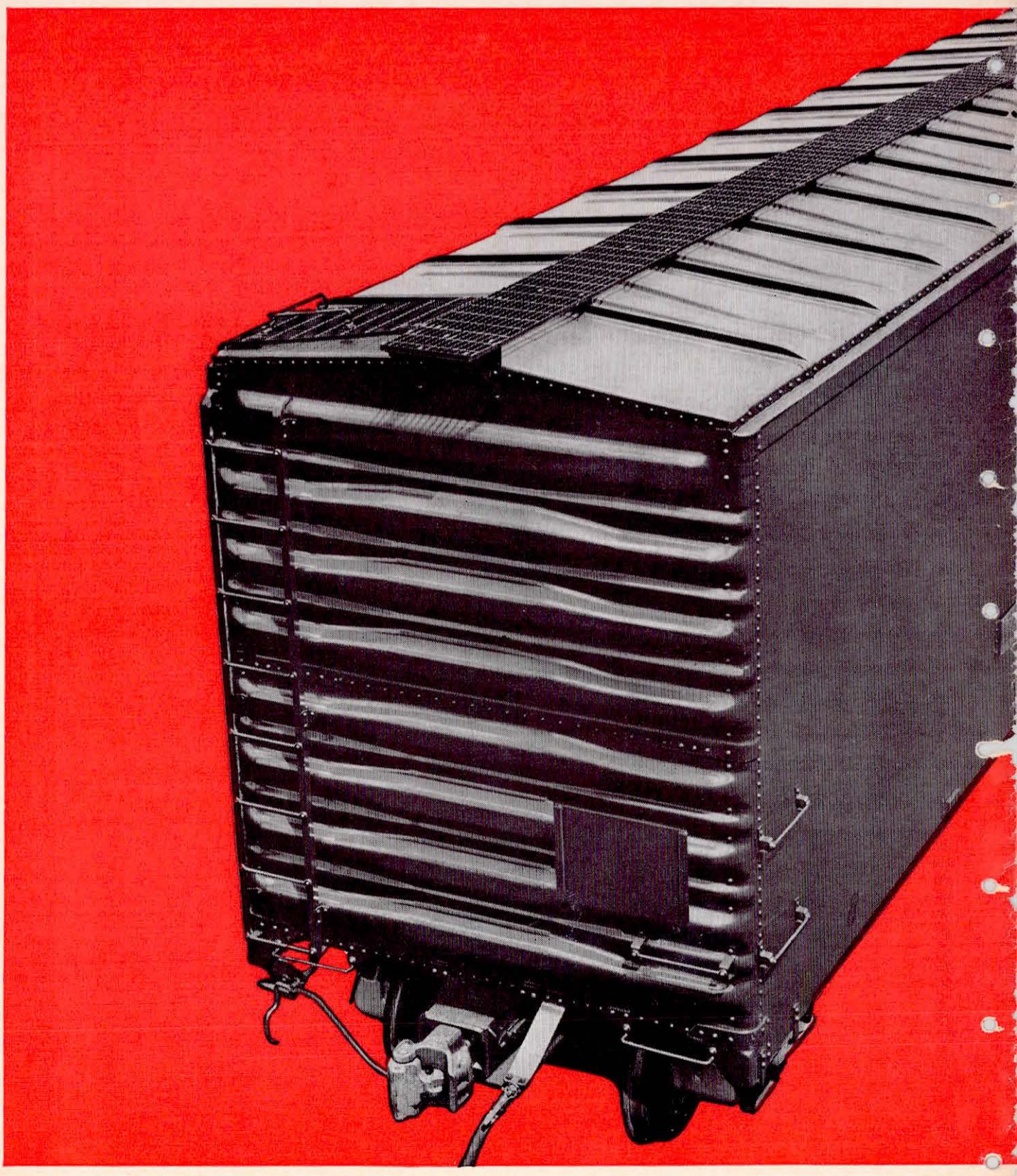
THE STEREOTYPE of the union leader shows a man who demands more while giving less. He fights for 20th Century wages and 19th Century work rules. He accepts change reluctantly, and then only if it can be made to work to his advantage, and to the men who elect and re-elect him to union office. ORC&B's Lane doesn't fit the stereotype.

LANE'S CREDO might be summed up in what he said at the recent Transportation-Communication Employees Union convention: "While our industry is changing and remolding itself, our labor organizations have not. . . . As our industry changes, we must change if we are to continue to represent the men who have chosen us. Thus, if change requires new methods, new formations, new thinking, then we must be intelligent enough, bold enough and strong enough to meet the future."

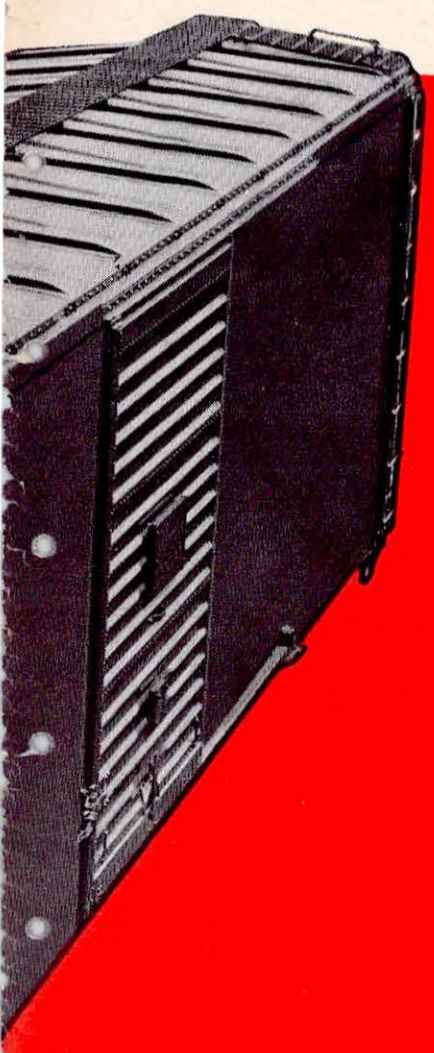
THIS IS NOT the first time ORC&B's president has talked about change and its challenge. Nor, probably, will it be the last. And, in a way, it's ironic. ORC&B is an old organization—the union itself is 100 years old this year, and ORC&B members probably rank 1-2 with engineers in average age. But it was the ORC&B which entered into a 1-and-1, extra-compensation, crew-consist agreement with Illinois Central. It was the ORC&B which entered into a consist-radio agreement with Louisville & Nashville. It is Lane, and the ORC&B, which seems to have the best grasp of the facts of life at this point—that is, that the future of the employee is inextricably tied to the future of the enterprise, and that employees will make out much better with rich companies than with poor ones.

SOME TIME BACK, a Chicago newspaper columnist ran a "contest" for a new great-seal for the city. Not surprisingly, the "winning entry" turned out to be one with the pols' motto: "Where's mine?" ORC&B's Clyde Lane may turn out to be the Adlai Stevenson of rail labor—thoughtful, intelligent, witty and a loser. But rail labor will be the real loser if his "change" philosophy loses. The "where's mine?" philosophy just won't work any more.

Put Standard where the stress is,



and lengthen box car life



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The corrugations of Standard Dreadnaught Ends provide the greatest resistance to shock and impact—add strength where it's needed most.

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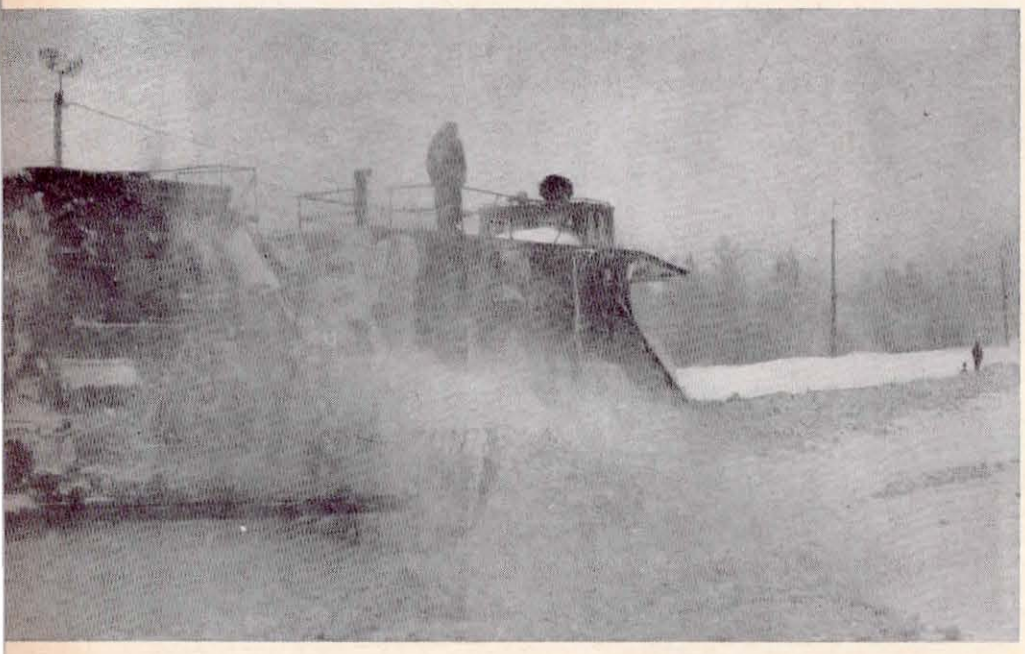
Circle 5 on coupon page 23

SNOW TRAIN has plow with wings at head end for "breaking trail" and Jordan spreader to push windrowed snow.

By **ROBERT E. DOVE**
Associate Engineering Editor

Dual-purpose equipment helps BAR fight winter

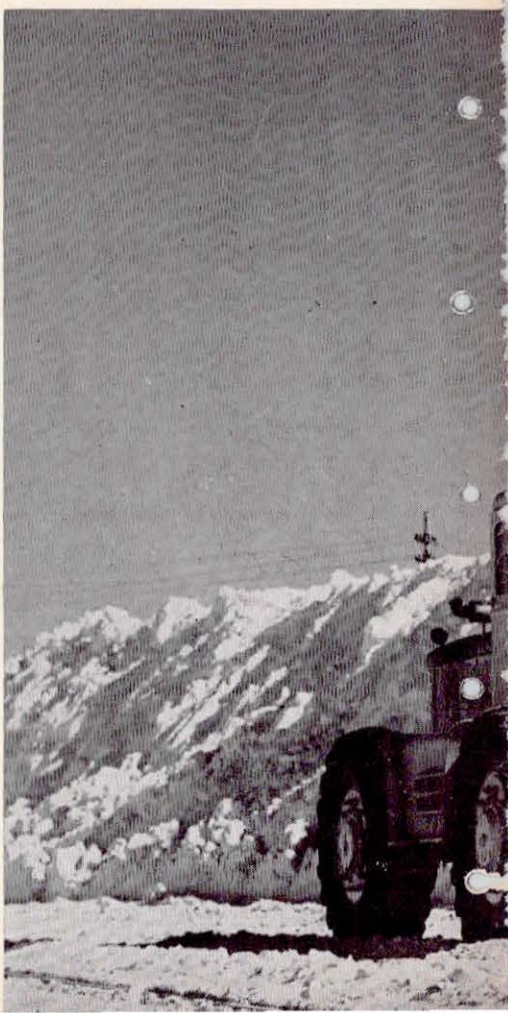
With special attachments, machines that work track in summer fight snow in winter.



SPREADER AT WORK is shown in close-up view of snow train. In summer, spreaders clean ditches.

BALLAST REGULATOR is pressed into winter service by equipping it with a Kershaw Snow Switch Cleaner.

SPEED SWING is equipped with Pettibone



Snow can be that light feathery substance, driven by the vagaries of the wind. Or it can be the wet heavy stuff that piles up quickly on the ground.

Bangor & Aroostook sees both kinds every winter—and it's "the enemy" for five months of the year, in a fight to keep the lines open for rail traffic.

The "enemy" has a strategic advantage, because the 544-mile railroad is located in the northern two-thirds of Maine. In this territory, annual snowfall ranges from a low of 80 inches to a high of 147.5 inches, with 110 inches the average for a season.

Much of the railroad is cut through forests that cause a wind drop and the consequent deposit of snow. If the road did not fight back, the snow would pile up too deep for trains to operate. In the yards, drifting snow would clog switches and cover the tracks and walks to make it impossible for trainmen to handle the switching.

Vinal J. Welch, BAR's chief engineer, reports that so far railroad forces have always won the fight—the main line has never been blocked by snow. But, he points out, sometimes the snow ground-cover reaches a depth of five and six feet, which makes things tougher.

• **Big expense.** Snow removal is the largest single item of maintenance on BAR, sometimes costing in excess of $500,000 for the year. Welch agrees that this is expensive—but it's part of the cost of doing business in the north country. The major items of winter traffic are potatoes, frozen foods, pulpwood, paper and petroleum products.

BAR has invested more than $1 million in work equipment. Much of this serves a dual purpose—working the track in summer and fighting snow in winter. Before the road acquires a new unit of equipment, the possibility of this dual use is considered. Welch's strategy is to use all available horsepower in winter for keeping the lines open.

Some machines lend themselves naturally to winter/summer use, Welch points out. These include the Jordan spreader-ditchers, bulldozers, front-end loaders and a Model 40 Burro crane. The spreader-ditchers clean ditches and slopes of cuts in summer and push snow from one track to the next when clearing yards in winter. The great pushing ability of the bulldozers and the loading capacity of the front-end loaders are indispensable, winter and summer.

For winter applications, the Burro crane is equipped with a large snow bucket and is assigned two air-dump cars. Working alone, it loads the snow into the cars and hauls it to a nearby bridge for wasting. The air-dump cars are often given a coating of graphite compound to prevent snow from freezing to the bottom and sides.

• **Summer units winterized.** For converting machines designed for summer applications, the road leans heavily upon attachments. These include 10 Kershaw Snow Switch Cleaners, four Pettibone Mulliken Snow Throwers, snow buckets and snow plows. The snow switch cleaner has rotary brushes that sweep snow into a high-speed auger-thrower that tosses the snow aside and cleans the tracks down to the tops of ties. The P-M snow thrower attachment has an ingathering auger that rotates at a speed of up to 450 rpm and throws the snow out of a chute, tossing it from 50 to 60 feet.

Because of these attachment applications, a number of strange sights can be observed when a storm hits BAR. A tie-tamping machine with its tamper-head assembly removed, can be seen cleaning snow from a yard lead. A maintenance crane, looking strange with an attachment substituted for its boom, will be cleaning snow from turnouts. A weed burner, with its burner assembly gone, will be cleaning snow in a yard or from an industry track. A ballast-discing machine, carrying an attachment on its front end, will also be cleaning yard tracks.

The heavier snow-thrower attach-

Mulliken Snow Thrower attachment. Working in yards or in main-line cuts plugged with snow, it picks up and tosses snow.

DROP-NOSED PLOW is shuttled north and south early in a snow storm to keep main lines open to traffic.

MORNING-AFTER yard scene illustrates difficulties confronting BAR. Average annual snowfall is 110 inches.

ments are mounted on Pettibone Mulliken Speed Swing mobile cranes and on a large production tamper. The cranes also have flanged-wheel attachments, so they can work from the rails as well as from the ground. They are furnished with a large snow-bucket attachment, and one has a trailer for carrying the attachments. These cranes may be found working anywhere on the system, in the yards, on industry tracks, at trucking areas and at mainline locations, such as in rock cuts that have become plugged with snow or where snow plows have been used but cannot push the snow back any farther.

• **Plows are started early.** Twenty flanger-equipped snow plows, most of them also equipped with wings, are put into service as soon as the railroad learns that a storm will bring an appreciable snowfall. Plows are generally run on revenue trains, one train pushing the plow south and another train returning it over the line northbound. By starting plowing early enough, BAR has been able to stay abreast of the situation.

Plows are operated by flangermen who have been trained to know the road and its physical characteristics, so that they are capable of operating the snow-fighting equipment even in blinding snowstorms.

Small snow-plow attachments also get their licks in early. Some are mounted on ballast regulators, and are especially useful for plowing walkways for trainmen in yards. Other attachments are mounted on 22 pickup trucks assigned to section forces. These units clear loading areas, station grounds and potato-house tracks.

Even the small household type of snow blower is used by BAR, at the ends of four branch lines where turntables must be kept operable.

• **Operators have winter assignments.** Snow-fighting machines are stationed at strategic points on the railroad for keeping yards and industry tracks clear. Operators are assigned to their respective units from December until the middle of March, when the machines are converted to summer use. When the machines are not in use, the operators work with the local section forces.

When possible, the machines are stored under cover for protection from the elements. They are fitted with devices for quick-starting, such as propane-gas heaters, head-bolt heaters and water heaters. Temperatures go down to 35 degrees below zero and sometimes to 40 degrees below, so the diesel fuel, which will congeal at 15 degrees below zero, is mixed with kerosene in winter. Gasoline engines are sometimes primed with ether for easy starting.

Welch explains that snow and geographic conditions vary widely on his road. In the open areas, slat-type snow fences are erected, with permission of farm owners, for protecting the track. But, a lengthy snow storm accompanied by wind can soon deposit snow up to the height of the fence. When this happens, the fence is raised vertically and, in some cases, a bulldozer is used to push the snow back and provide a new, large area for the deposit of snow.

Welch feels that the section foremen, being right at the scene, are best informed to decide when to work men and equipment for fighting snow in their respective areas. The foremen discuss conditions with their roadmasters and, if more men are required, they have the authority to call them out. BAR also employs night foremen at some yards, January through April, who go to work at various times and work through the night at straight time. The night foremen ride switch engines and clean the switches as required.

Each work-equipment operator reports his daily accomplishments to his foreman, roadmaster and the chief engineer. Additional equipment, such as bulldozers, front-end loaders and trucks is often hired locally to assist when conditions over-tax railroad forces. ■

ON-TRACK brush cutter is used along lines where vegetation has grown up close to the track.

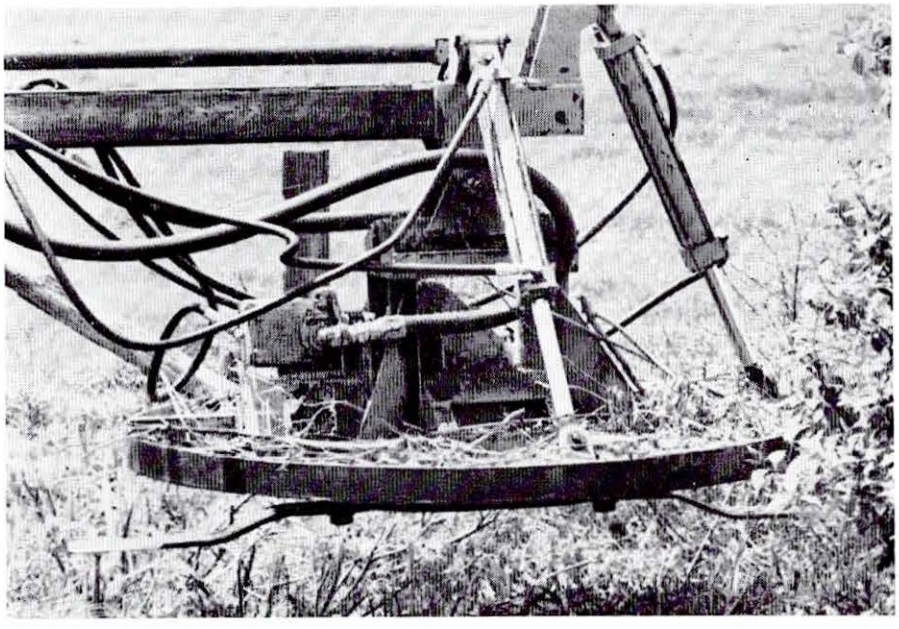
How EL wages war on brush

Two brush-cutting gangs, armed with on-track and off-track cutters, keep the right-of-way clean and clear

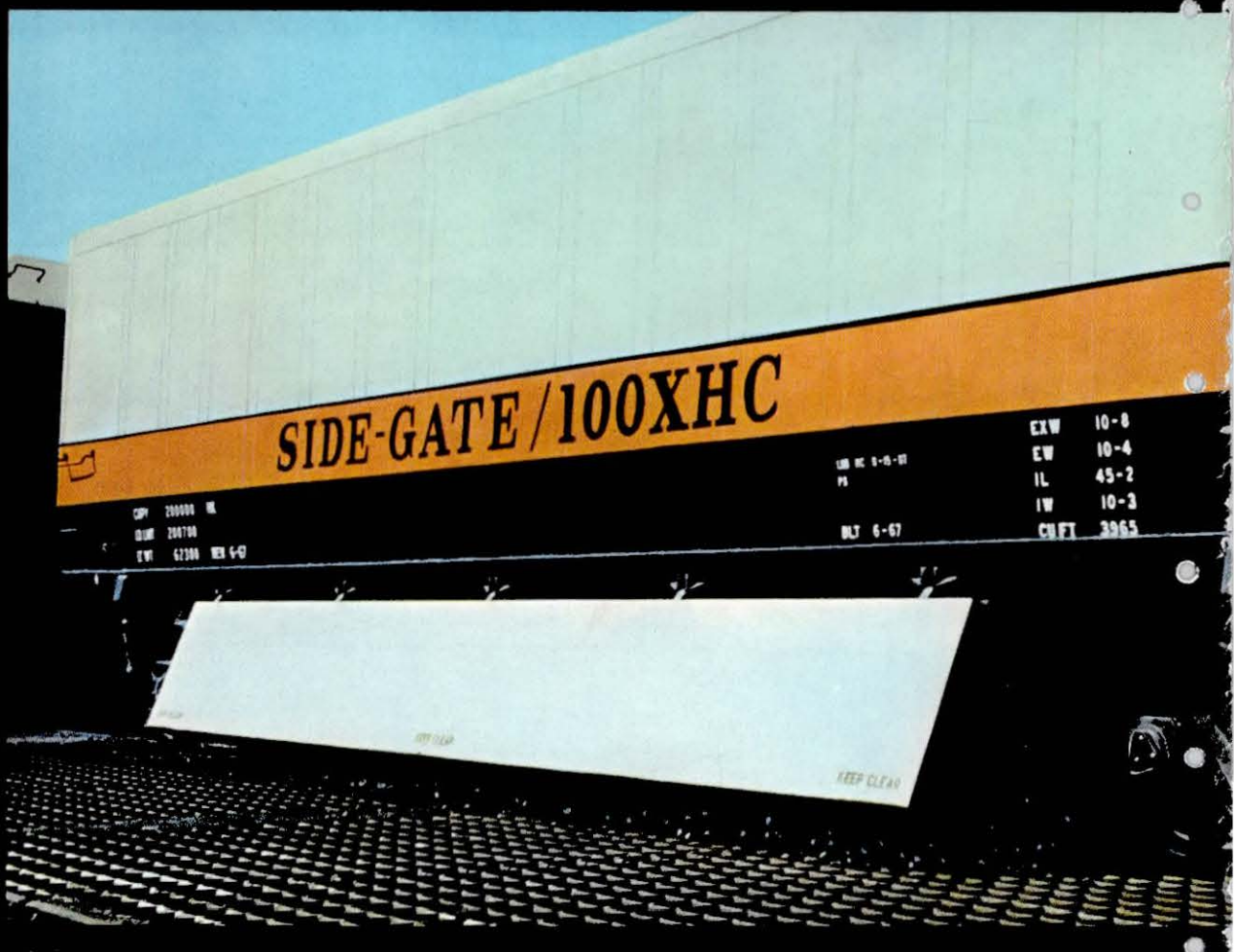
Brush can enhance the beauty of some scenes—but track-maintenance men don't like the view, when the brush is on the right-of-way. They know that if it's not kept under control, brush can well take over the entire right-of-way to the extent that, in time, it will be knocking on the windows of diesel locomotives.

Erie Lackawanna is getting good results in its battle against brush through use of two brush-cutting gangs.

Where brush and trees have encroached close to the tracks, as it often does on branch lines, EL uses an RMC on-track type of brush cutter, which has two cutting heads, one



CUTTING BLADES rotate on a head which is supported at the end of a telescoping boom. Head can be raised and lowered to fit ground contours.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CUT AND SHRED . . .

EL's on-track brush cutter clears an area 50 feet wide, cutting and shredding brush and thus eliminating a good part of the disposal problem.

for each side. Where the brush is not close to the tracks, the RMC off-track single-head cutter is used. Both units are manufactured by the Railway Maintenance Corp. They have been the prime means for controlling brush on the railroad for the past two years.

The cutting blades of the brush cutters rotate on the heads, cutting a circle seven feet in diameter. The cutting heads are at the ends of telescoping booms, which can be extended and swung outward from the machine to cut 25 feet from the center line of track. While the machine is working, the cutting heads can be raised and lowered to conform with the contours of the ground. They can also be angled to cut on slopes.

• **Flag at highway crossings.** The gangs are comprised of a foreman and five men. Two of the men are equipped with radios and serve as flagmen. A third man is the truck driver, who also serves as a flagman at highway grade crossings to protect pedestrians and vehicular traffic. The other two men are machine operators. For the on-track brush cutter, each operator handles one cutting head. For the off-track brush cutter, one operator handles the single cutting head and the other drives the machine.

The foreman rides the machine and watches for obstructions, such as whistle posts, mile posts or pole guy wires. He is responsible for the over-all supervision of the gang and decides when local conditions are such that the brush cutter can be worked safely up to and past highway crossings and through populated areas.

Because the cutting blades may fling wood chips for a considerable distance, the road has ruled that no one is to be permitted within 500 feet of the machines while they are working. At highway crossings, vehicular traffic and pedestrians are kept 500 feet from the track while the machine passes through the crossing area and until it is that distance beyond the crossing.

Where vehicular traffic is heavy, the brush cutter passes over the crossing without doing any cutting. In this event, the brush at the crossing is knocked down later and buried by a bulldozer. A bulldozer is also used for clearing brush in populated areas that are skipped by the brush cutter.

The truck driver is equipped with a portable Homelite chain saw, which he uses to improve visibility at highway and farm crossings and also to cut the larger trees on the right-of-way.

• **Continuous job.** Brush-cutting gangs work throughout the year. Although snow can pose a problem at times, EL finds that the gangs cut more efficiently in winter because of the dormant state of the woody plants and the lack of standing vegetation.

The brush-cutting machine is passed from one subdivision to another. When working, the machine generally is moved forward and stopped while the cutting heads are swung from that position to cut all brush within 25 feet of the center line of track. However, when clearing the track for trains, the cutter heads usually are used to cut a swath parallel to the track while it is moving toward a siding. On the return trip, the cutter heads are moved outward to cut another swath parallel to the first. The machines work at 3½ to 4 mph, a speed which allows the machine to shred the brush and eliminate the disposal problem.

For the on-track machine, production averages about two miles of right-of-way cut on both sides per day where there are few trains. Where considerable train traffic is encountered, production is somewhat less.

Presently, the two brush-cutting machines, working on a year-round basis, are taking care of a good portion of EL's brush-cutting needs. They are supplemented by hand-cutting with power tools in places inaccessible to the brush cutters. And EL is also using chemicals to assist in the control of brush. ■

Work begins on Chicago transit lines

Track-laying—continuous welded rail on concrete crossties—is scheduled to begin next week on the first of two median-strip rapid-transit extensions in Chicago.

RAMCO, contractor for both the Dan Ryan and Kennedy Expressway lines of Chicago Transit Authority, expects to begin the Ryan track installation about Aug. 19. Work on the Kennedy line will start up two months later. Current plans call for completion of the Ryan project by Dec. 31, and of the shorter Kennedy project by June 1, 1969.

Since mid-June, RAMCO forces have been welding and stockpiling rail for the Ryan line; since mid-July, crossties have been coming out of a specially-erected plant at McCook, Ill.

When the actual track-laying begins, the contractor will import a diesel-electric unit to power the rail train—which, RAMCO says, will consist of 23 sets of railway car trucks equipped with a loading rack and carrying four 858-foot lengths of welded rail. A tractor will extract and lay two sections of continuous rail simultaneously, ahead of the work train and locomotive. As each section is secured, the work train will advance over the new track, and the process will be repeated until the installation is complete.

• **The shopping list:** The $5.2-million project—10 route miles in the Ryan median strip and five route miles between the Kennedy's traffic lanes—will carry with it an impressive bill of materials.

By RAMCO estimates, the lines will require 10,000 tons of rail, 152,000 tons of ballast, 60,000 concrete crossties, 10,900 spikes, 10,000 rail anchors, 31,400 tie pads and 28,000 contact rail chairs.

To cut down on interruption of automobile and truck traffic, material deliveries are being made at night—a move which expressway users will appreciate, in view of the heavy traffic carried by the roadways and the limited access and storage space in the median strips.

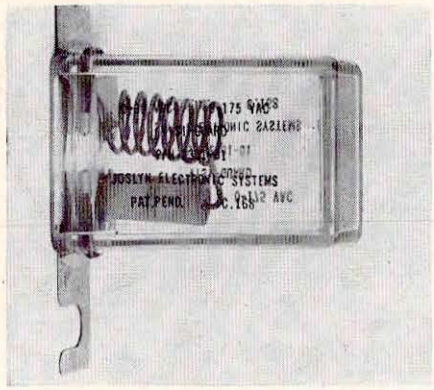
The contractor's permanent project force will total about 50 men, with about 80 men on the job at its peak. A staggered work schedule will permit RAMCO to shift part of the force to the Kennedy site as each phase of work is completed on the Ryan line. ■

NEW PRODUCTS REPORT

Radio relay (RA-1)

A completely solid-state, radio-relay system for 100F9 transmission designed for the small channel capacity allocated in the 952 to 960 mHz band provides up to five two-way speech channels for remotely controlling VHF base stations or other circuits that require toll quality speech channels.

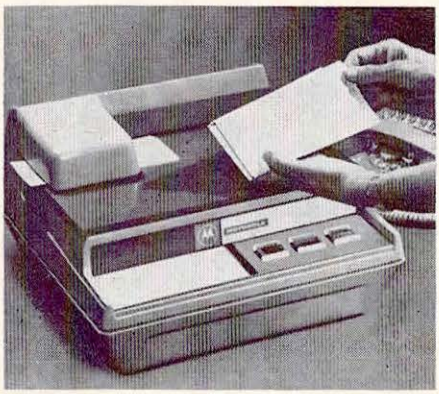
The FCC recently type-approved this radio equipment for fixed station operation in the land-mobile services that include public safety, aviation, industrial and land transportation. A radio relay terminal consists of the new frequency division multiplexer, type 29A, and the new radio transmitter-receiver type 22B. The multiplex accepts up to five separate channels of audio signals that have information content below 3,400 Hz. For each channel, the multiplex converts the audio to a carrier signal, each in a different 4kHz band starting at 4 kHz and ending at 24 kHz. Output power from the completely solid-state system is 2 watts. *Cardion Communications.*



Signal protector (RA-2)

A new signal protector features response time as fast as 0.15 microseconds at 10 kv per microsecond rate-of-rise with transient clipping starting as low as a 500 volt peak. The device, designated the Visi-Guard 2300, is designed for application on 0.30 volt DC, 0-175 volt AC rms and 0-260 volt DC (where available current is less than 4 amperes) signaling and communications systems. The device protects the equipment against transients from sources such as lightning, induction, static, and switching surges. The protector automatically extinguishes and is self-restoring.

Hermetic sealing eliminates moisture, humidity, dust and temperature problems, and prohibits emission of gases, burning and exposed arcing or sparking. Components are completely encapsulated in clear transparent silicone. A permanent clear plastic cover permits easy inspection of the unit. Flexible mounting legs also serve as the terminals. *Joslyn Electronic Systems.*



Document reader (RA-3)

A desk-top reader for acquiring data from mark-sense domuments, mark-sense cards, punched cards, or combined mark-sense/punched cards is the new MDR-1000. The reader provides a simple means of entering into a data processing system, in computer language, data marked or punched on cards or marked on standard 8½-inch x 11-inch documents. Cards can be fed into the new device singly or automatically in batches of up to 500 with an optional automatic hopper.

Input format for the MDR-1000 is standard Hollerith coding arranged in either 80- or 40-column spacing. Bit serial data rates can be either 10 characters per sec (110 bits per sec) or 105 characters per sec (1,050 bits per sec). Bit parallel data rate is 75 characters per sec (750 bits per sec). Document rates at 10 characters per sec are 5 sec per card for 40-column spacing and 10 sec per card for 80-column. At 105 characters per sec, document rates are 0.5 sec per card at 40-column spacing and 1 sec per card at 80-column spacing. *Motorola Instrumentation and Control Inc.*

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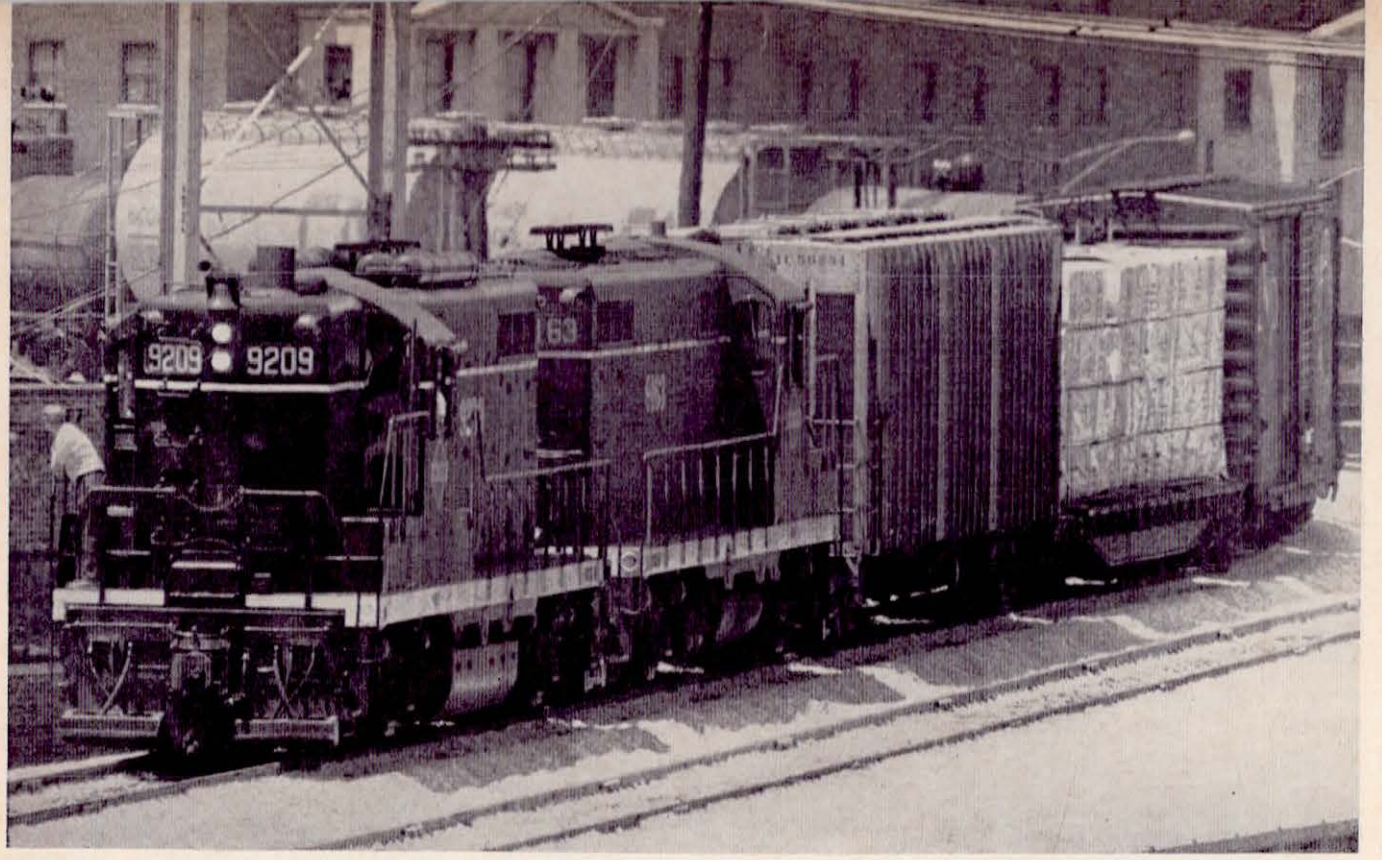
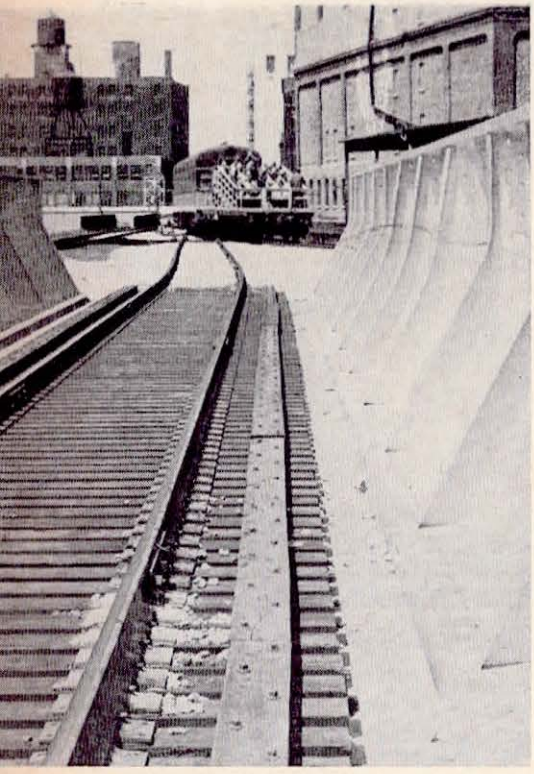


WESTERN LINES FREIGHT turns south over new wye leg for descent to railroad's north-south lakefront line.



STEEL GIRDERS 9 feet high, 106 feet long and weighing 37 tons carry new wye leg over a major Chicago street. In background, a special inspection train backs north onto old leg of wye.

IC switch frees lakefront land

Routing trains to a suburban yard, instead of downtown Congress Street, will open valuable property for development.

Illinois Central has taken a $1.25-million step toward moving most of its switching operations out of downtown Chicago—and at the same time making its lakefront property even more valuable.

A new wye leg has started sending Western Lines freight trains direct to Markham Yard, IC's major classification yard south of Chicago. Previously, the trains had to move north into the lakefront Congress Street Yard before being routed south.

• **Redevelopment coming.** The tracks required for those trains fill valuable lakefront acreage all the way north to South Water Street, at the northeast edge of Chicago's Loop. Already, developers are making $1-billion plans for skyscrapers over that north area. While IC stands to gain an estimated $150 million from the sale of air rights over the 65-acre site, now it's aiming at an even greater return from the sale of surface rights, once the tracks are gone. "Three-fourths of this is expected to become available in fee rather than in air rights," says William B. Johnson, IC president.

Annual traffic volume for the Congress Street Yard was 400,000 cars, Johnson says. Already that's been cut to 150,000, with a 45,000-car goal set for 1970. Previously, the yard handled 14 dispatch trains each day. These consisted of runs south to St. Louis, Birmingham, Memphis and New Orleans, and west to Waterloo, Council Bluffs, and Sioux City, Iowa. With the new wye leg in operation, the yard handles only six trains in and out—the ones to and from the South, which move between the Markham and Congress yards on a north-south line.

Formerly, that same north-south line was reached by trains from the West (Sioux City-Omaha) through a time-wasting process that involved a northbound swing up into the yard, locomotive run-around, and then fur-

ther movement south to Markham.

• **New look for the Air Line.** Western Lines trains reach the lakefront area over the St. Charles Air Line, .77 miles long, running east-west at the south edge of the Loop. The little line is owned by IC, Chicago & North Western, Burlington and Penn Central. Eventually, the north leg of the St. Charles wye will be removed, and just one passenger track will remain running north into Central Station.

The new bypass consists of a double-track southward connection between the Air Line and IC's north-south passenger mains. Eventually this double-track line will be equipped with CTC between the wye junction and 67th Street, where IC's freight and passenger mains divide. When that's accomplished, early next year, all IC traffic between 67th Street and Congress Street or the St. Charles Air Line will be handled on just two tracks (suburban service excluded). This will result in further freeing of land south of the prime property area. One possible use may be for extension of the city's rapid-transit lines.

The greatest engineering problem involved in the construction of the new wye leg was what to do about heavily-used Indiana Avenue, which cuts under the St. Charles line next to the lakefront yard area. Proper vehicular clearance had to be insured. At first, IC planned to lower the street, but costs made this undesirable. Consequently, the wye leg rises after it leaves the Air Line, clears Indiana Avenue, and then starts its descent for the connection with the north-south passenger line. Required for the leg were four 106-foot steel girders. They're nine feet high and weigh 37 tons each. Three cars—a load-bearing drop-end gondola and two idler flats—were needed to move each one from Allied Structural Steels at Hammond, Ind., to the jobsite.

• **Opening up the lakefront.** IC's over-all lakefront plan will involve the removal of an 11-track freight yard at 31st Street. In addition, most of the 15 to 20 warehouses that occupy the South Water Street area will be moved. Also to be relocated is IC's downtown piggyback facility, which will find a new site at either the south or west edge of the Loop.

So, IC operations are becoming more efficient. At the same time, Johnson adds: "A most important by-product of the change will be that downtown Chicago, with less switching in its front yard, will be cleaner and quieter. With the great potential of the area north of Randolph Street to become a showplace of civic and commercial development, the contribution of the South Leg becomes most valuable." ■

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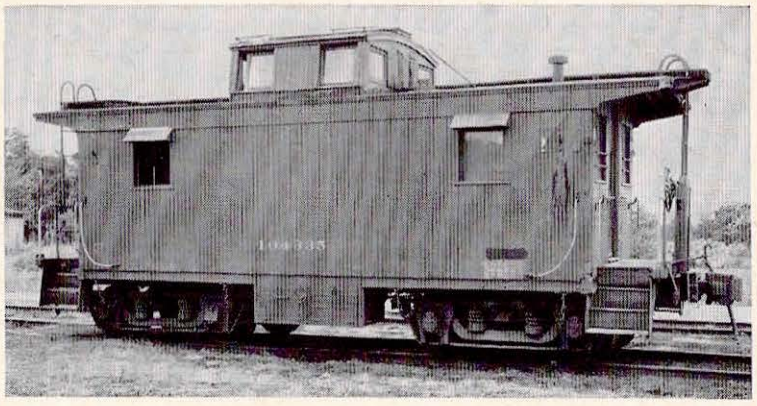

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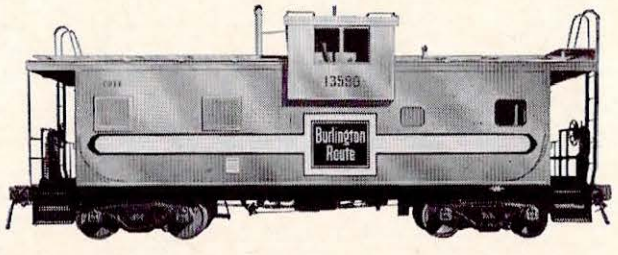


Circle 7 on coupon page 23

How to solve the radio problem in power pooling

When railroads pool motive power for through freight or passenger trains, there is more involved than just coupling the locomotive units together. In the area of operation, it is important that train crews be able to use two-way radio. Each railroad is assigned a radio frequency, for its exclusive use, by the Federal Communications Commission. The problem is how to use radio equipment of one railroad when it is in locomotives and cabooses running over another railroad.

The solution has been for the railroads involved in power pools to make formal agreements to allow each other to use the various radio frequencies that might be required to provide radio coverage. This practice has required the participating railroads to obtain modifications to their radio station licenses from the FCC.

• **SP uses 2-channel sets.** Southern Pacific locomotives and cabooses have multi-frequency radio sets. So for SP it is only a matter of switching to the frequency of the railroad on which the train is running. The train crew simply operates a channel-change switch on the radio set. J. N. Albertson, general superintendent of communications-system, SP, explains:

"Our major interchange of locomotives and cabooses is accomplished by equipping our radios on locomotives and cabooses involved wih the other road's train frequency on channel 2. The other road equips its locomotive and caboose radios with our train frequency on channel 2. Train crews switch to the appropriate channel, based upon the property over which they are operating.

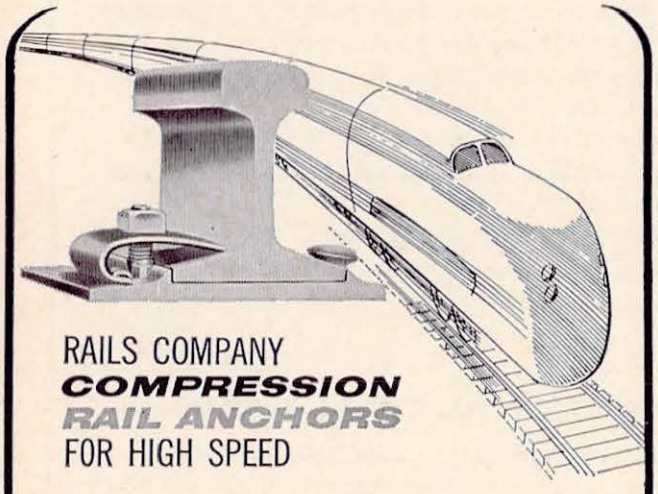
"Radios are removed from service and re-installed by both railroads regardless of radio ownership, when radios fail away from the owning road.

"Interchange at minor points is accomplished by removing and replacing radios at the interchange point." Albertson said.

• **MP works with two roads.** Missouri Pacific now has a diesel-pooling arrangement with two other roads. For operating reasons, the foreign line engine is always the lead unit.

"When the first arrangement was consummated, an MP maintainer met the trains when coming onto or leaving the property and changed out the radio units. This proved to be an uneconomical usage of the maintainer's time, particularly when a train was off-schedule. Arrangements were made for the foreign line to equip its engines with two-frequency radio equipment. This line now has either engines dedicated to this service, or applies two-frequency equipment before leaving the starting terminal. These foreign-line engines are generally not at an MP terminal long enough to affect any radio repairs, and to date, there have been no radio failures on these engines," reports H. C. Macomber, MP's superintendent communications.

"In the second arrangement, the foreign lines's engine pool is so operated that it is not practical to dedicate engines to this service. Likewise, from our previous experience, it is impractical to change out radio units. Consequently, the MP crews operating these foreign line engines are furnished with walkie-talkies. To date, both arrangements are operating to the satisfaction of all concerned." ■



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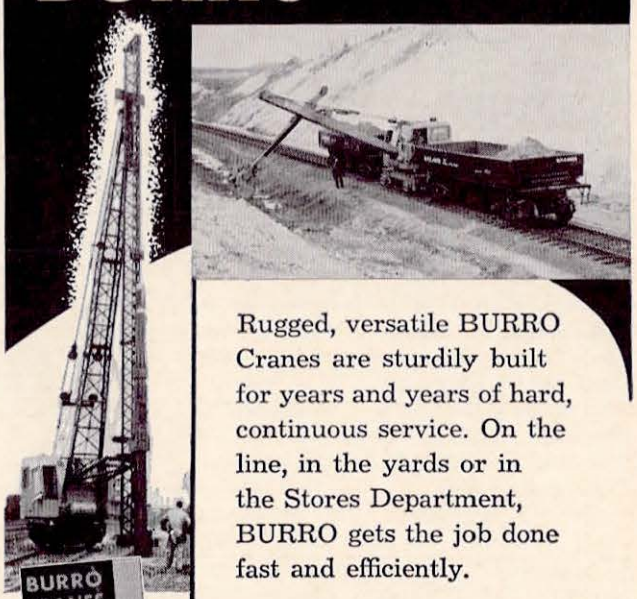

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LETTERS

Railroad passenger service

Elmhurst, Ill.

To the Editor:

The editor's column (June 3) again presumes to define the "honest-to-God railfan" in terms which exclude anyone who dares to oppose the pandemic virus of passenger train deterioration and discontinuance now infecting U. S. railroad management. Much the same editorial scorn as has been directed toward politicians (April 15), labor leaders (May 6), critical authors (January 29) and the press (May 20) is now heaped on all rail enthusiasts except the few sycophants who are willing to parrot management dogma about the "terrible economic burden of passenger service."

It is permissible, from RA's viewpoint, to hold the first-class passenger train in high regard, but only in the same manner as the steam locomotive —as a quaint, historic curio to be operated by amateurs on Sundays in summer over ten-mile abandoned branch lines. . . .

The editor writes glibly about a "threat to tomorrow's passenger train," Secretary Boyd talks vaguely about "innovation and development," but RA's Mr. Welty (April 1/8, p. 29) admits baldly that railroad management wants "to get out entirely to clear the decks for some restructured revival of service at a later and more propitious time."

RA's definition would have railfans be adulatory devotees of rail management in the mindless manner of a film and recording star's claque. Should there be Don Russell fans, cheering the sneaky maneuver by which the Shasta Daylight was dropped? Or Ben Heineman fans, rejoicing in the vast areas of Wisconsin and Minnesota no longer served by the 400s? The Al Perlman admirers could take a plane to Mexico to inspect the former NYC great steel fleet, while the Texas-Wyoming Lou Menk fan club might celebrate the freight-only status of the C&S-FW&D with a bus ride.

Perhaps an RA staffer could be assigned to organize new clubs for Gus Aydelott, Ernie Marsh and M. M. Christy, with other names to be added as the scuttled ship sinks lower.

On the contrary, a genuine railfan is one with a lively enthusiasm for railroad operation and a proper appreciation of the advantages of rail over competing transportation media. Unblinded by hero worship, he recognizes both the strengths of the industry and the weaknesses of those who mismanage it. He knows that air and highway common carriers offer nothing to compare with the comfort and privacy of first class rail travel. He sees these less-desirable modes of transport luring the public with an intensive, aggressive, varied, professional and ingenious array of promotion programs which have been sustained at near-saturation levels for over twenty years. During this same period, he has seen inadequate, lackluster, repetitious, amateurish and dull promotion of rail passenger service dwindle to near extinction, to the point where the public has virtually no knowledge of the advantages of rail travel and takes its business primarily to those carriers which attract its attention. . . .

RA's continual reference to passenger service as "service for the few" pointedly ignores the overwhelming evidence that riders are few in number, not because of any physical superiority in the competition's service, but because of its overwhelming superiority in the field of ballyhoo. . . .

James R. Wylie

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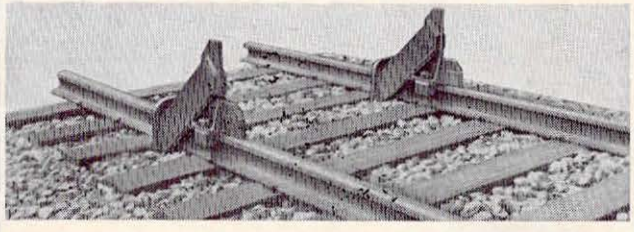

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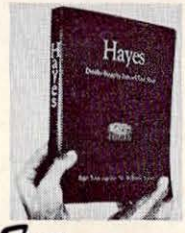

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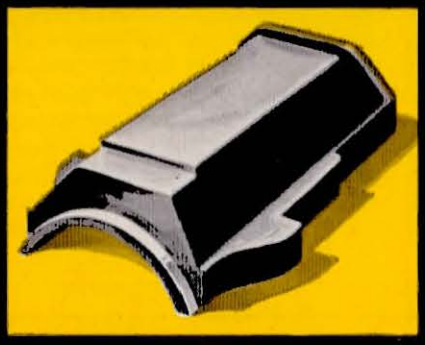

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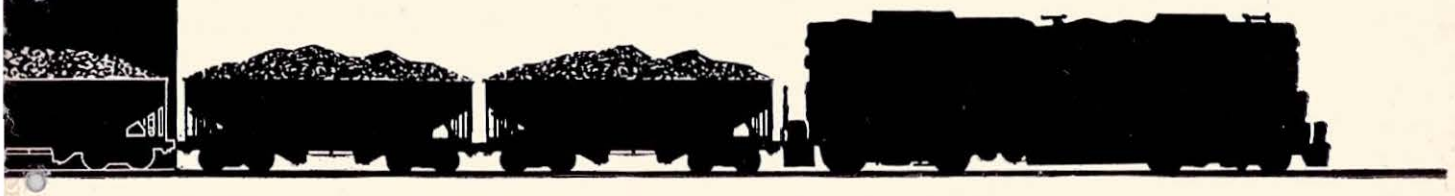

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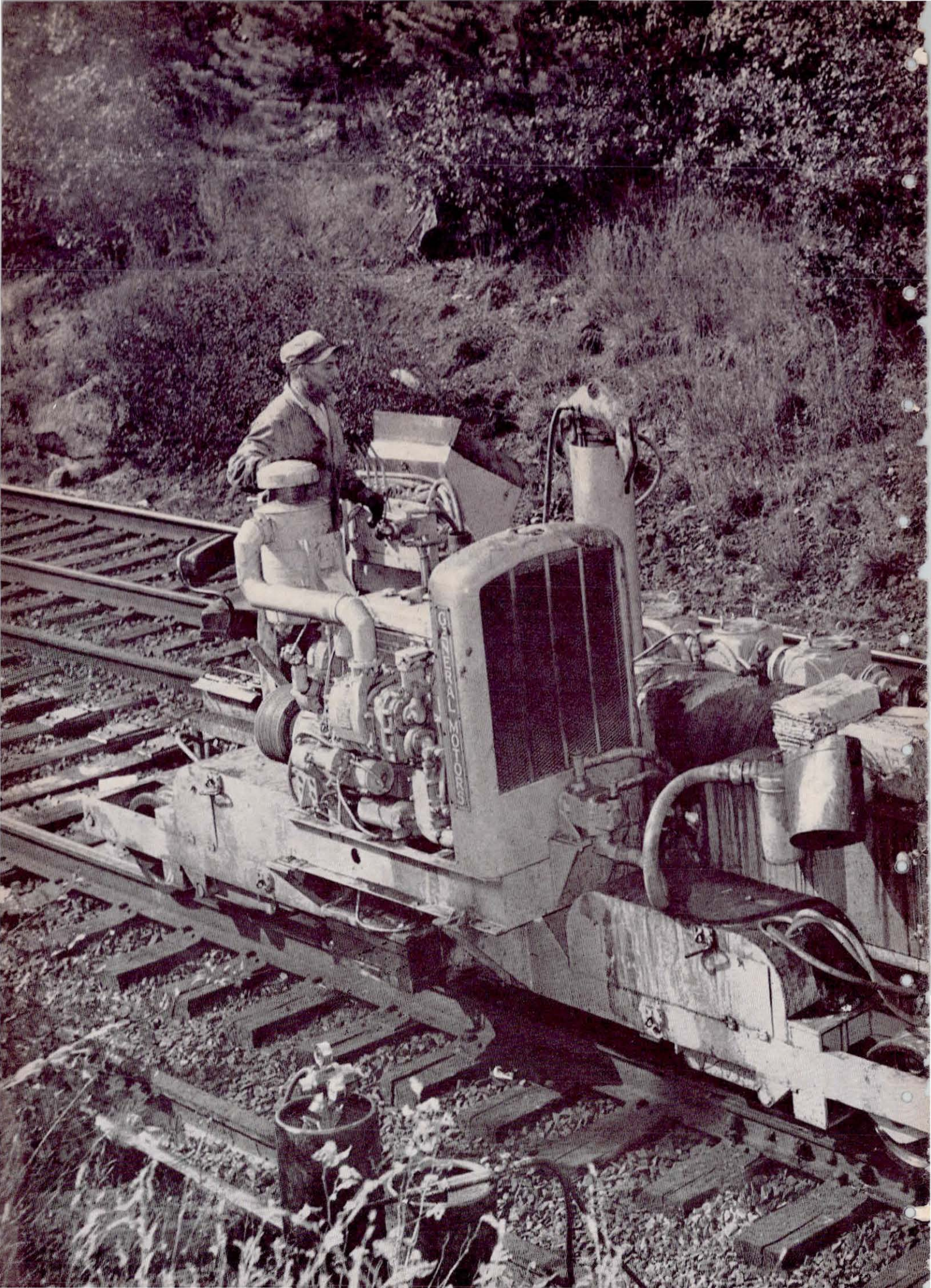
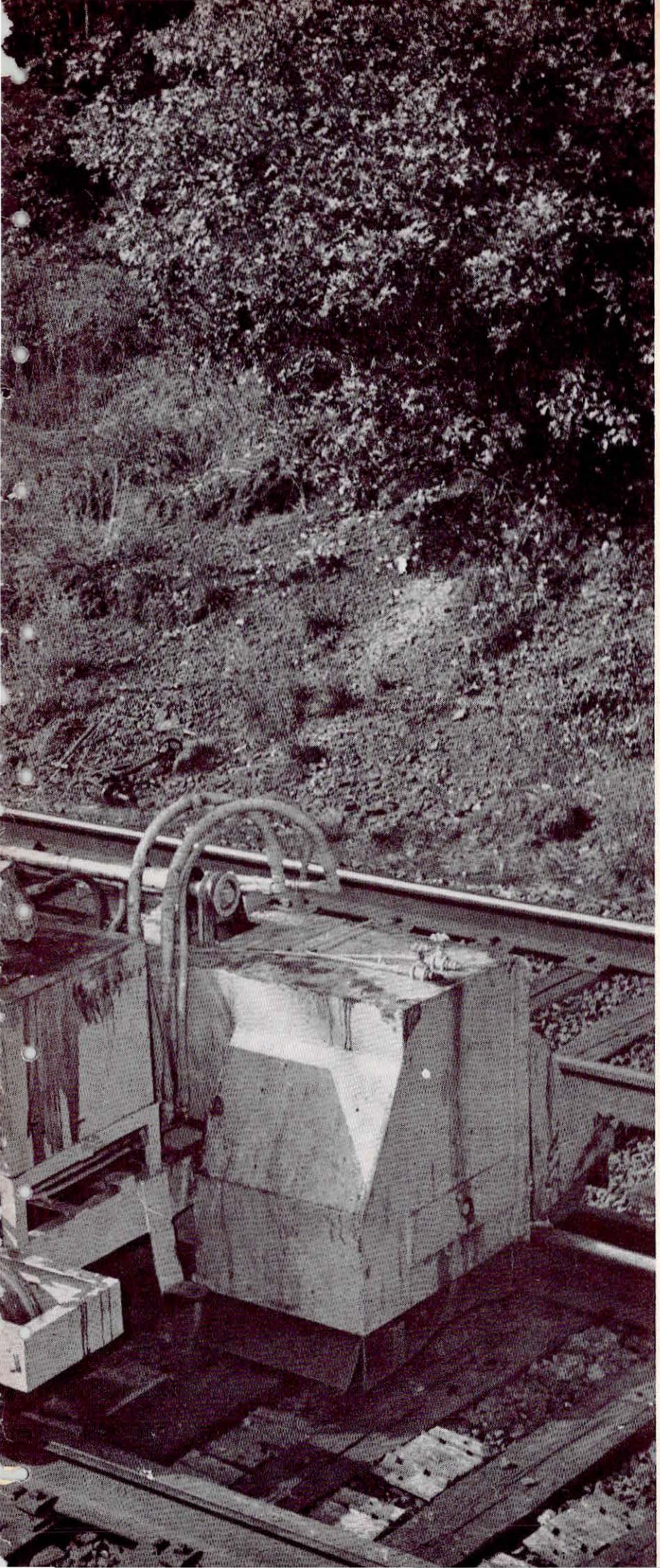

GENERAL MOTORS



A man counts for more in the new railway age

THE MISSING PEOPLE HERE are the men who mined the ore, refined the copper, made the steel, manned the lathes, presses, grinders and otherwise manufactured this fantastic machine. It removes rock ballast, smooths a section of each tie, applies a preservative.

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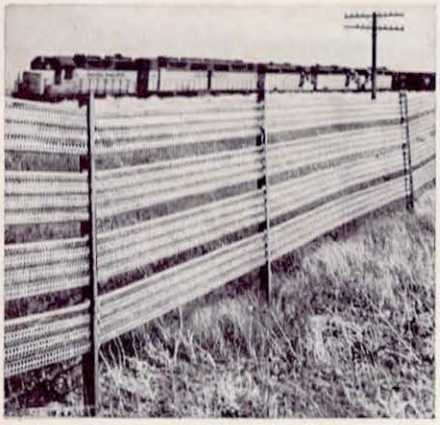

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LUTHER MILLER

AS THE EDITOR SEES IT

STOP SHUDDERING, FELLOWS— What — common ownership? The very idea sends shudders down the spine of any red-blooded highwayman or bargeman or airman. A railway is a railway, a highway is a highway, a waterway is a waterway, an airway is an airway—and never the modes shall meet, if these gentlemen have their way. Common ownership, they aver, simply isn't in the public interest. How, then, do they explain away the phenomenon that is taking place in New York?

IT'S HERE ALREADY— Phenomenon it is, in a country whose national transportation policy seems dedicated to the proposition that the best transportation is fragmented transportation. The City of New York, which has the world's biggest transportation problem (moving about 8½ million people around the metropolis every day), has embraced the "common ownership" principle of transportation integration as the only common-sense solution to this task. So far, it's working beautifully. Those who cling to the *apartheid* theory of transportation will do well to give a second look at what is happening in the nation's first city.

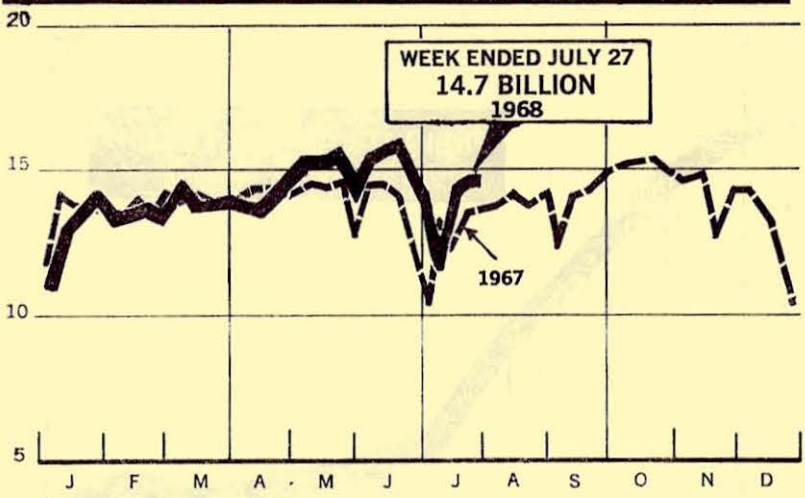
FIRST, THE PUBLIC INTEREST— Simply stated, New York decided that its subway riders, its railroad commuters, its bus riders, its bridge and tunnel users, even its airport patrons, had one thing in common: the need for a good, total transportation system. So New York—after a century of transportation fragmentation—created the Metropolitan Transportation Authority, and put under a single roof the control and operation of facilities used by all. The MTA has not been damned as a device designed to give preferential treatment to one mode at the expense of others; on the contrary, it has been hailed as a sound and inevitable move.

WILL IT WORK FOR FREIGHT?— Are the transportation needs of freight shippers any less important than those of the commuting public? Couldn't the one-roof-all-modes concept help to bring order out of what President Johnson has called our national "transportation chaos"—just as it is so convincingly helping to bring order to transportation in New York?

A CHILLING DIFFERENCE—There is, of course, one big difference between the accomplished integration of New York's transport facilities and the hoped-for integration of common-carrier transportation. In New York, the accomplishment of the goal was made relatively easy by the fact that all of the modes concerned were publicy owned. Will it take public ownership to impose the same rationale on the national transportation picture?

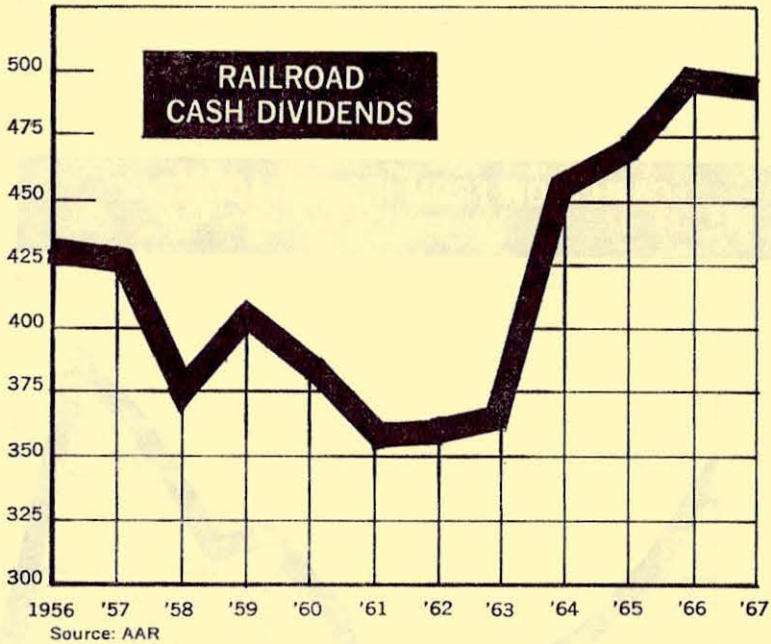
RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

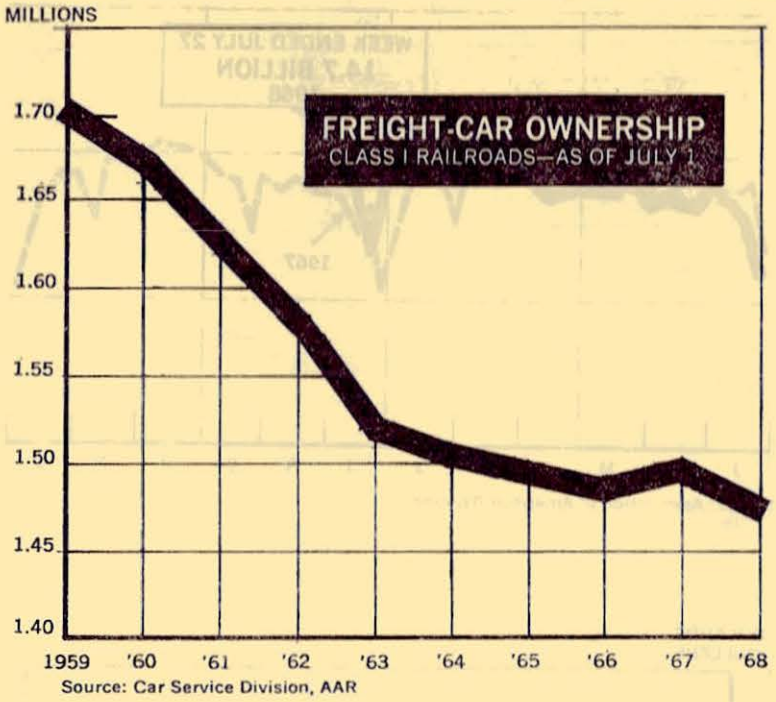
THOUSANDS OF DOLLARS



Source: AAR

Current statistics

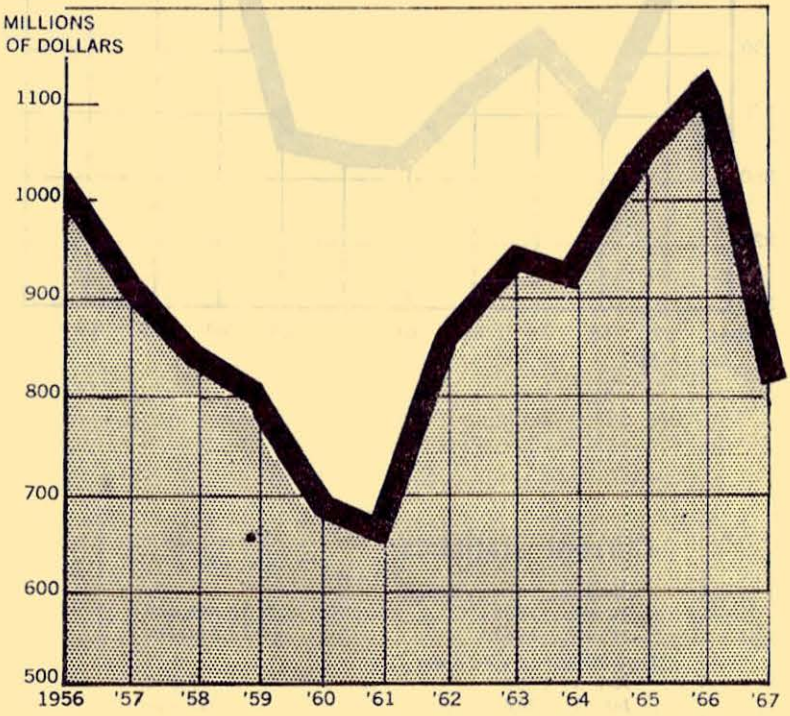
Carloadings, revenue freight	
31 wks., 1968	16,668,479
31 wks., 1967	16,521,474
New freight cars on order	
July 1, 1968	17,810
July 1, 1967	30,225
New freight cars delivered	
6 mos., 1968	31,355
6 mos., 1967	47,587
Serviceable cars	
July 1, 1968	1,396,613
July 1, 1967	1,420,402



FREIGHT-CAR OWNERSHIP
CLASS I RAILROADS—AS OF JULY 1

Source: Car Service Division, AAR

CASH FLOW FROM INCOME ACCOUNT*
(U.S. Class I Railroads)



*Includes net income and depreciation.
Source: ICC.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Aug. 31 totaled 554,104 cars, the Association of American Railroads announced on Aug. 8. This was a decrease of 11,954 cars, or 2.1% compared with the previous week; an increase of 4,364 cars, or 0.8%, compared with the corresponding week last year; and a decrease of 29,907 cars, or 5.1%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended Aug. 3 are estimated at 14.4 billion, an increase of 4.8% above the corresponding week of 1967, and 1.0% above the 1966 week.

(Breakdown of carloadings by commodity and district was not available at presstime.)

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended July 27 totaled 26,076 cars, carrying 42,442 trailers, compared with 23,546 cars, carrying 38,693 trailers, in the corresponding 1967 week. Loadings for 1968 up to July 27 totaled 751,644 cars, carrying 1,220,183 trailers, compared with 671,496 cars, carrying 1,102,372 trailers, in the corresponding period of 1967.

IN CANADA

Canadian loadings were not available as this issue went to press.

Santa Fe plans new microwave

In 1964, the Santa Fe became the first commercial user of RCA's CW-60 solid-state microwave equipment. Now, ATSF is extending the system, again with CW-60 gear, with placement of a $700,000 order with RCA.

The CW-60 equipment will be used in 28 stations on the extension, which covers 685 miles between Riverdale, Kans., and Silsbee, Texas. Santa Fe's first use of this RCA solid-state equipment was on a 615-mile section of the communications system which completed the road's Los Angeles-Topeka hookup.

FREIGHT TRAIN CARS

• *Chesapeake & Ohio/Baltimore & Ohio.*—Ordered 63 60-ft auto-parts box cars and 50 50-ft box cars equipped with damage-prevention devices and bulkheads from Pullman-Standard for autumn delivery.

• *Frisco.*—Ordered 100 all-purpose gondola cars from General Steel Industries at a cost of more than $1.25 million. GSI's St. Louis Car Division plant will produce the cars early in 1969.

• *Louisville & Nashville.*—Ordered 62 86-ft, 100-ton auto-parts cars from Greenville Steel Car for delivery by October. L&N is also acquiring 210 tri-level and 34 bi-level auto/truck racks for installation on flat cars. Whitehead & Kales will build 114 of the new racks; orders for the remaining 130 have not yet been placed.

LOCOMOTIVES

• *Minneapolis, Northfield & Southern.*—Has ordered two 2,300-hp SD-39 diesel-electric locomotives from Electro-Motive for road freight operations. The units represent the first announced orders for a new series of EMD locomotives powered by a 12-cylinder, turbocharged 645 engine. In addition to the six-axle, six-motor SD-39, there will also be a four-motor GP-39 rated at 2,300 hp.

• *Western Maryland.*—Has ordered two SD-40 3,000-hp diesel-electric locomotives from Electro-Motive. The six-axle, six-motor units are scheduled for November delivery.

NEW FACILITIES

• *Bay Area Rapid Transit.*—Western Development Laboratories Division of Philco-Ford Corp. has been awarded a $1,629,000 contract to design, install and start up a yard control and communications system for the Southern Alameda Yard facility of BART.

• *New York Central Transport Co.*—Awarded a contract to Paceco for two 40-ton-capacity mobile gantry cranes, known as "Transtainers," for piggyback and container handling at Penn Central yards in Chicago. Each crane will have a 74-ft span capable of straddling two roadways and two tracks simultaneously. A rotating trolley will permit the positioning of trailers in any direction during loading or unloading.

• *Port of New York Authority.*—Awarded a $457,287 contract to Railroad Construction Co., Paterson, N. J., for construction of a new classification yard at Port Newark, N. J. The yard is designed to speed rail delivery and pick-up of oceanborne freight moving through Port Newark and the Elizabeth-Port Authority Marine Terminal.

YOU OUGHT TO KNOW

Rail facilities bring food center to Ohio town

Dauphin Terminals Inc., operator of a major warehousing concern at Harrisburg, Pa., has decided to build an $800,000 distribution center at Fostoria, Ohio, to serve principal food markets in the East Central States area. Dauphin President James K. Adams said a key factor in the decision was the availability of "excellent rail service offered by the Chesapeake & Ohio/Baltimore & Ohio." He said the affiliated carriers "have published flexible transit arrangements and have assigned specialized grocery products cars to service the center and its customers." The initial 100,000 square feet of space in the new center can be enlarged to 500,000 square feet as volume increases, said Adams.

Solids pipeline moves closer in Canada

Formal application will be made to the Canadian Transport Commission in 1969 for permission to build a 700-mile pipeline for the transportation of solids. The proposed line, to be built by Commercial Solids Pipe Line Co., would run south from the Calgary area, through the Crow's Nest Pass, to the Vancouver area. It is estimated that the pipeline could be in full operation within three years.

Oakland's new terminal is multi-modal

The Port of Oakland's 7th Street Terminal, which will be dedicated Sept. 12, is designed for multi-modal transportation. A general plan drawn up by Kaiser Engineers shows a 16-acre unit-train terminal facility on the south side of the marine complex. Other facilities include a berth for break bulk and/or container cargoes; two container berths; a berth leased to a consortium of four Japanese container lines; and two berths and a 42-acre site for Matson Navigation and two additional Japanese lines.

Food Fair buys double-deckers for livestock

The "cow palace" came east last week. Two of the 85-foot, double-decker cars arrived at the Bay Way, N.J., plant of Allen Packing Co. (a division of Food Fair Stores, Inc.). Each carried more than 100 cattle. These were the first "cow palace" cars to operate over lines of the C&O/B&O, which two years ago introduced lower rates for livestock moved in shipper-owned equipment. Food Fair initially responded by acquiring 80 50-foot cars. Food Fair later ordered 20 of the double-deckers from Ortner. Delivery of the remaining 18 will be completed in September. The cars have an inside width of 8 feet, 10 inches and a height of 10 feet, 7 inches. From roof to rail, they measure 15 feet, six inches. There are two loading doors on each level.

Loading-ramp section formed within MHI

M. L. Aitken, president of the Material Handling Institute (MHI), has announced the formation of a new group within the Institute to be known as the Loading Ramp Manufacturers Product Section. M. K. Henderson, manager of manufacturing, Globe Wayne Division, Symington-Wayne Corp., Ironton, Ohio, will be chairman of the new section. The group will include 23 companies that manufacture portable dock plates, mechanical counterbalanced dockboards or levelers; or hydraulic, electro-mechanical and air-pneumatic dockboards or levels. Main objective is the formulation of engineering specifications and nomenclature for dockboards, dock levelers and loading ramps.

"Meteors" collide in Florida; 28 hospitalized

The southbound "Silver Meteor" was stopped on the main track one mile south of Winter Haven, Fla., waiting for the northbound "Silver Meteor" to switch to a siding—but the switch never took place. The resulting crash created some spectacular photos of 15 derailed cars (including nine passenger coaches) but remarkably few injuries. Of the 28 persons hospitalized, only two were seriously hurt—an engineer and a passenger. Seaboard Coast Line was unable immediately to fix the cause of the accident, which occurred Aug. 5. The main line was out of service about 24 hours.

PEOPLE IN THE NEWS

AMERICAN REFRIGERATOR TRANSIT CO.—**L.H. Brown,** assistant superintendent transportation, St. Louis, retired Aug. 1, after 49 years of railroad service, 43 of which were with this company.

CANADIAN PACIFIC.—**G. H. Baillie,** vice president, Montreal, retired June 30, after over 50 years of service. **D. I. McNeill,** vice president—personnel, appointed vice president—special duties, Montreal. **J. C. Anderson,** assistant to vice president—personnel, appointed vice president—industrial relations, Montreal.

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—**H. M. Pace** appointed regional rate manager, B&O, Baltimore. **J.R.B. French** named general coal traffic agent, C&O, Toledo, Ohio. **J.F. Hogg** appointed auditor—freight accounts receivable, C&O, Richmond. **M.W. Karsten,** assistant to general manager C&O-B&O, Plymouth, Mich., named superintendent, C&O, Detroit, succeeding **J.N. Ikner,** appointed manager terminals, C&O-B&O, Detroit. **R.W. Foster** appointed assistant superintendent, C&O, Plymouth.

CLINCHFIELD.— **William M. Snodgrass,** assistant general freight agent, Erwin, Tenn., promoted to general freight agent there. **Robert L. Branham** appointed assistant general freight agent and **Gerald D. Duncan,** assistant to general freight agent.

DENVER & RIO GRANDE WESTERN.—**V.E. Hass** appointed assistant manager—pricing Denver, Colo.

ERIE LACKAWANNA.—**Eugene S. Root,** vice president — comptroller, Cleveland, retired July 31, after 50 years of service.

Robert T. Phillips, general coal traffic manager, New York, retired June 30, after nearly 48 years of service. **Raymond J. O'Grady,** coal freight agent, succeeds Mr. Phillips, with the title of coal traffic manager.

Archibald McClay appointed district sales manager, Peoria, Ill., succeeding **F.W. Davison,** retired.

GREAT NORTHERN.—**J. A. Stafford,** conductor, Mesabi division, Superior, Wis., advanced to trainmaster, Williston, N.D.

J. L. Stephens, assistant superintendent maintenance, Dakota division, Grand Forks, N.D., transferred to the Willmar division, Minneapolis. **I. M. Lyngby,** district roadmaster, Williston, promoted to succeed Mr. Stephens.

C. W. Driver, material manager, Great Falls, Mont., transferred to Havre, Mont., to replace **Harley J. Sprague,** who retired June 30 after 45 years' service. Mr. Driver's successor is **G. F. Kugelard,** assistant material manager.

LONG ISLAND.—**R. A. Hazan,** industrial engineer—maintenance of way, Jamaica, N.Y., appointed assistant to the chief maintenance of way officer.

RAILROAD RETIREMENT BOARD.—**Thomas M. Healy** will remain a member as the representative of railroad management. The Senate has confirmed his reappointment by President Johnson for another five-year term beginning Aug. 29. Healy has been a member of RRB since 1955.

READING.—**Joseph A. Creighton, Jr.,** New York regional sales manager, appointed director of sales, TOFC Service.

RICHMOND, FREDERICKSBURG & POTOMAC.—**Wilbur S. Morris,** chief car inspector, Richmond, Va., appointed master mechanic, Potomac Yard, Alexandria, Va.

SEABOARD COAST LINE.—**Paul L. Clodfelter, Jr.,** assistant to tax commissioner, promoted to assistant tax commissioner, Richmond, Va.

SOO LINE.—**R. G. Martinson,** asistant auditor—passenger and station revenues, Minneapolis, Minn., appointed auditor of revenues there, succeeding **Earl C. Anderson,** who retired July 31, after 50 years of service. **Roy F. Duprey** and **George E. Hansen** named assistant auditors of revenues. **Frank A. Gozola** appointed assistant to auditor of revenues.

R. H. Schultz appointed administrative assistant, office of the chief mechanical officer, Shoreham, Minn.

SOUTHERN.—**Theodore H. Field, Jr.,** traveling storekeeper, Washington, D.C., appointed general storekeeper there.

Miles G. Stevens, Jr., assistant director, named director of labor relations, remaining at Washington.

Jack R. Martin, superintendent, Piedmont Division, Greenville, S.C., transferred to the Carolina Division, Asheville, N.C., succeeding **Leonidas H. Smith, Jr.,** transferred to the Crescent Division, Hattiesburg, Miss. **Frank M. Kaylor** appointed superintendent, Eastern Division, Greensboro, N.C., succeeding **Ernest**

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K. Ratliff, who replaces Mr. Martin.

SOUTHERN PACIFIC.—Stanley T. Moore, assistant general public relations manager, retired July 31 after 32 years of service.

James F. Lynch, Jr., division engineer, Western division, Oakland, Calif., appointed assistant engineer maintenance of way and structures, San Francisco, to succeed **A. D. DeMoss,** transferred. Mr. Lynch's successor is **John B. Vernon,** division engineer, **Northwestern Pacific,** San Rafael, Calif. **Jack W. Blasingame,** assistant division engineer, Tucson division, **SP,** Tucson, Ariz., succeeds Mr. Vernon.

SUPPLY TRADE

G. Leo Winger has been named vice president and general manager, **National Castings Division, Midland Ross Corp.** Mr. Winger, formerly manager of the division's Sharon, Pa., plant, succeeds **Lawrence G. Blackmon,** resigned. **Robert D. McIntire,** sales manager of National Castings' St. Louis office, has been advanced to general manager of the division.

Trailmobile Divison of Pullman Incorporated has realigned its field sales organization, dividing it into four regions. Managers of the new territories are: Western, **William A. Grange,** Fremont, Calif. (San Francisco Bay Area); Central, **William A. Bruss,** Dallas, Tex.; Northeastern, **John H. Buck,** Chicago, and Southeastern, **Luther F. Byerly,** Atlanta.

John F. Ducey, manager of mechanical products, Railroad Products Group, **Abex Corp.,** New York, has been appointed managing director, Europe, Railroad Products Group, Paris. **Calvin E. Smith,** assistant director, new products, of the group's International and New Products Department, Mahwah, N.J., has been appointed Chicago district sales manager, succeeding **Daniel J. Wagner,** who replaces Mr. Ducey.

Victor A. Viggiano has been named president and general manager of the newly formed Wire and Cable Division, **Okonite Co.,** Passaic, N.J. Mr. Viggiano was formerly vice president—manufacturing.

TransFRESH Corp., Salinas, Calif. has announced the following marketing appointments: **Ralph White,** field operations representative, San Francisco Bay Area; **Paul Brennalt,** Eastern Area manager, Norwood, N.J. and **Rich Howerton,** Northwest Area manager, Seattle, Wash.

Col. Carroll T. Newton has been named vice president, public works, **Swindell-Dressler Co.,** Pittsburgh-based engineering division of Pullman Incorporated. He will be responsible for consulting engineer activities in the field of public works and supporting projects in the areas of transportation systems, highways, waterfronts and airports. Col. Newton was formerly manager of public works.

Thomas A. Ormerod has been appointed general sales manager, **Cardwell Westinghouse Co.,** Chicago. **Vernon S. Danielson** has been named manager of marketing and product planning.

Peter J. Salerno, field engineer, has been promoted to assistant western regional manager, Primary Battery Division, **Thomas A. Edison Industries of McGraw-Edison Co.,** at Chicago.

G. Leo Winger
National Castings

Robert D. McIntire
National Castings

Verne E. Mahan has been appointed sales engineer, **Hanlon & Wilson Co.,** at St. Louis. He was formerly regional sales manager, Spring Division, Crucible Steel Co.

DIVIDENDS DECLARED

ATCHISON, TOPEKA & SANTA FE.—40¢, quarterly, payable Sept. 3 to holders of record July 26.

CHESAPEAKE & OHIO.—$1, quarterly, payable Sept. 20 to holders of record Sept. 3.

NORTHERN PACIFIC.—65¢, quarterly, paid July 31 to holders of record July 10.

ST. LOUIS-SAN FRANCISCO.—55¢, quarterly, payable Sept. 17 to holders of record Sept. 3.

WESTERN PACIFIC.—55¢, quarterly, payable Aug. 15 to holders of record Aug. 1.

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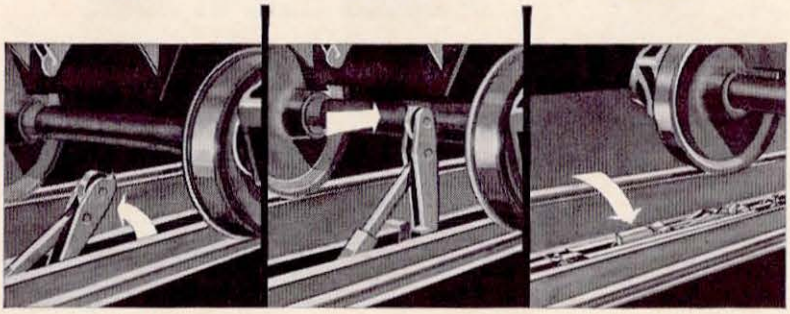

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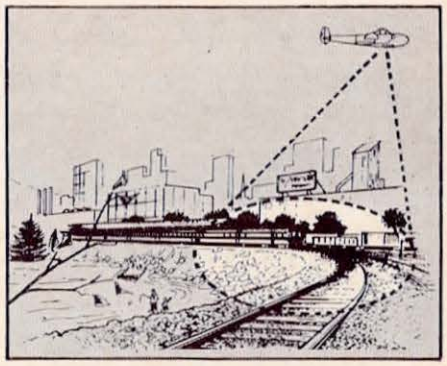

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VIEWPOINT

The strange case of the NMB vs the Belt Railway

Two weeks ago, the Brotherhood of Railroad Trainmen struck the Belt Railway of Chicago, in a crew-consist dispute. The issue is, of course, an important one. But even more important—to the industry and, ultimately, to the nation—may be the breakdown in strike-settlement processes which the Belt walkout spotlights.

Consider the circumstances: The strike began July 29. On July 30, the National Mediation Board was requested by the Belt to take the action necessary to have an emergency board created by the President. NMB did not reply. On August 3, the Board was again requested to act. This time, the Belt backed its plea with an analysis of the strike's impact on interstate commerce. On August 5, NMB did reply—with a flat rejection: "The Board has reviewed this situation and in its judgment concludes it is not warranted in certifying this dispute to the President. . . . Accordingly, your request is hereby denied."

The action—or inaction—by the Board seems peculiar, to say the least. It requires some explanation, but none was forthcoming from NMB in its terse turndown of the Belt.

From all indications, the Belt strike appears to qualify for an emergency board, under the language of the Railway Labor Act. Precedent is also with the railroad. Boards have been created to investigate national disputes, but many have also been set up to handle single-property cases. The Belt itself had a board just six years ago, in a dispute with another operating union. The Terminal Railroad Association of St. Louis, a property not unlike the Belt, had three separate emergency boards over a four-year stretch some time back.

As the Belt has pointed out to the Mediation Board, it has "in dozens of instances considered Section 10 of the Railway Labor Act to require Board notification of the President even though strikes or threatened strikes were on much smaller railroads than Belt, and the impact upon the economy was not nearly so great." The point is well taken: NMB records do show emergency boards on such properties as the Barre & Chelsea, and the St. Johnsbury & Lake Champlain, and the Steelton & Highspire.

As the Railway Labor Act is written, the NMB and only the NMB can certify a dispute as justifying an emergency board. There is no machinery for an appeal.

COMPLAINTS PILE UP — AND ARE IGNORED

So, the strike dragged on through the past week, hurting railroad and customers and employees alike. Requests for action were filed with Washington by a number of Belt industries. Nothing happened. There were reports indicating that Belt switchmen themselves were less than solidly behind the walkout, and that the carrier's settlement offer had not been presented to the rank and file before the strike began. Still, nothing happened.

It could be that mounting pressures will bring the Board around to a reconsideration of its decision. That isn't really the point. The point is that Congress established procedures for the orderly settlement of labor disputes in the railroad industry, and those procedures —specifically, the emergency board procedures—are not being used. The question—the key question—is why: Why did NMB decide as it did? And how can the decison be justified?

This ad is for people who think the cost of everything has gone up.

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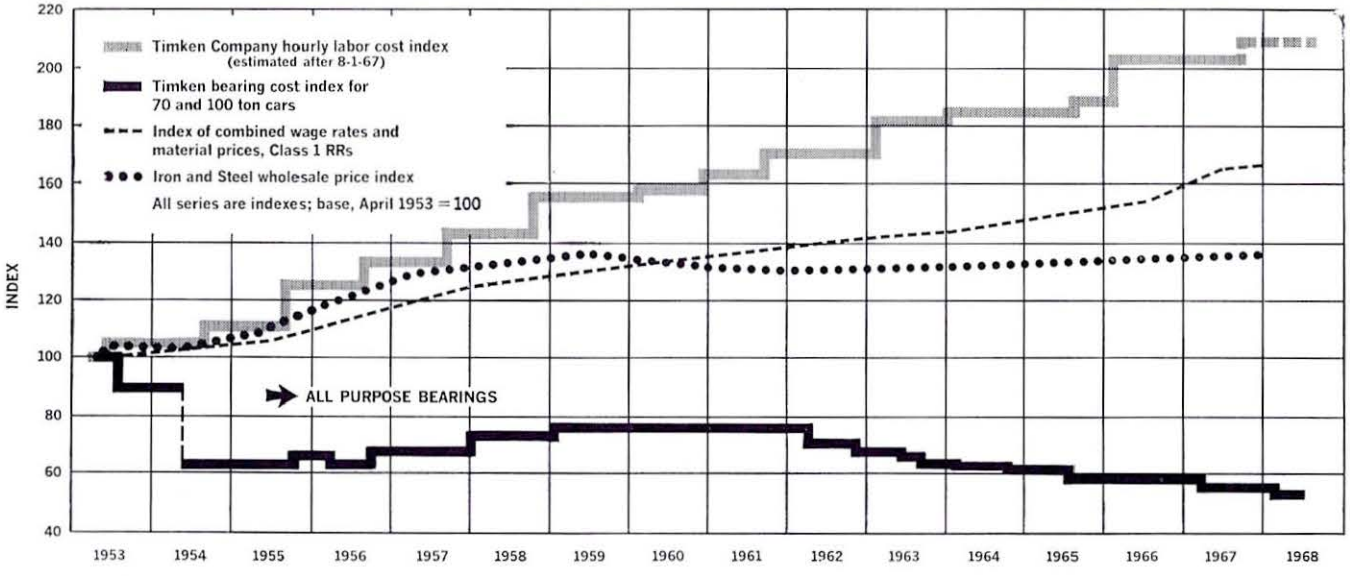

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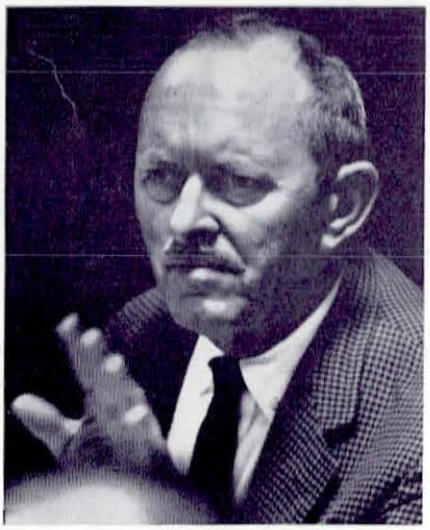

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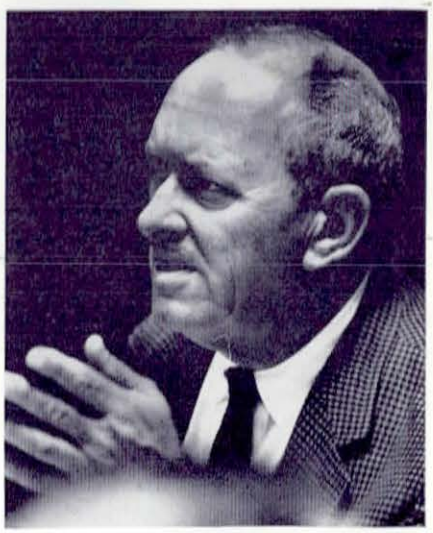

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